



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

**MEETING NOTICE**

**April 10, 2002**

**STA Board Meeting  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA  
6:00 P.M. Regular Meeting**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY**

**To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.**

*Time set forth on agenda is an estimate. Items may be heard before or after the times designated.*

**STA Board Members:**

- John Silva, Chair  
*County of Solano*
- Jim Spering, Vice Chair  
*City of Suisun City*
- Pierre Bidou  
*City of Benicia*
- Mary Ann Courville  
*City of Dixon*
- Karin MacMillan  
*City of Fairfield*
- Marci Coglianesse  
*City of Rio Vista*
- Rischa Slade  
*City of Vacaville*
- Dan Donahue  
*City of Vallejo*

**STA Alternates:**

- Barbara Kondylis
- Michael Segala
- Dan Smith
- Gil Vega
- Harry Price
- Ed Woodruff
- David Fleming
- Pete Rey

**ITEM**

**BOARD/STAFF PERSON**

- I. CALL TO ORDER – CONFIRM QUORUM** Chair Silva
- II. PLEDGE OF ALLEGIANCE**
- III. APPROVAL OF AGENDA**
- IV. OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)**
- V. EXECUTIVE DIRECTOR’S REPORT (6:10 – 6:15 p.m.) – Pg 1** Daryl Halls
- VI. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC (6:15-6:20 p.m.)**
- A. Caltrans Report** Lenka Culik-Caro  
Caltrans District IV
- VII. CONSENT CALENDAR**  
*Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion) (6:20-6:25 p.m.) – Pg 11*
- A. STA Board Minutes of March 13, 2002 –** Kim Cassidy  
*Recommendation: Approve STA Board Minutes of March 13, 2002 - Pg 13*
- B. Draft STA TAC Minutes for March 27, 2002** Kim Cassidy  
*Informational - Pg 21*
- C. TIP Amendment for City of Dixon** Jennifer Tongson  
**Downtown Project Streetscope**  
*Recommendation: Approve the TIP Amendment to modify the description of the Downtown Dixon Streetscape project from “SR113 between A Street and B Street” to “West B Street and North Jackson Street between SR 113 and West A Street” - Pg 27*
- D. Caltrans PSR Requests** Dan Christians  
*Recommendation: Authorize the Executive Director to submit a letter to MTC and Caltrans to:*  
*1.) Defer additional requests for any new Caltrans-prepared PSRs pending the completion of the Cordelia Truck Scales Relocation/Reconstructin Study, the I-80 HOV PSR-PDS and additional segments of the I-80/680/780 Corridor Study; and 2.) Request Caltrans oversight only for the Cordelia Truck Scales (STA), Lower Lagoon Valley Interchanges (City of Vacaville) and Hiddenbrooke/American Canyon/I-80 Overcrossing (City*

of Vallejo) with each of the project sponsors preparing the PSR documents- Pg 31

- E. Fairfield/Suisun Transit STAF Request for CNG Bus Conversion** Nancy Whelan  
*Recommendation: Approve an allocation of \$271,000 of State Transit Assistance Fund (STAF) to convert two buses used for Route 30 service from diesel to Compressed Natural Gas (CNG) and increase the size of the CNG fueling station - Pg 37*
- F. 2002/03 TFCA Program Manager Funds** Robert Guerrero  
*Recommendation: Adopt a resolution approving the proposed list of projects for the FY 2002-03 Solano Transportation Fund for Clean Air Program - Pg 41*
- G. Support for Solano County Regional TLC Projects** Dan Christians  
*Recommendation: Authorize the STA Chair to sign letters of support to MTC for 2002 Transportation for Livable Communities (TLC) capital applications submitted by the City of Fairfield for the Fairfield/Vacaville Train Station and City of Fairfield for the Main Street (Phase 2)/Driftwood Drive streetscape projects Pg 45*
- H. Contract amendments for Federal Lobbyist - The Ferguson Group** Janice Sells  
*Recommendation: Authorize the Executive Director to enter into Amendment No. 1 with the Ferguson Group for Federal Lobbyist service in partnership with the cities of Fairfield, Vacaville and Vallejo for \$6,000 (\$1,500 each agency) per month or a total of \$72,000 per year Pg 49*
- I. Contract Amendment 2 for Transit and, Funding Consultants - Nancy Whelan Consulting** Daryl Halls  
*Recommendation: Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Management/Funding Consultant services for an amount not to exceed \$30,000 for a nine-month period extending to December 31, 2002 Pg 62*

## VIII. FINANCIAL ITEMS

- A. Multi-Modal Travel Demand Model Consultant Selection** Dan Christians  
*Recommendation: Authorize the Executive Director to finalize a scope of work and enter into a contract with DKS*

*Associates to prepare a new Multi-Modal Travel Demand Model for an amount not to exceed \$350,000 (6:25-6:30 p.m.) – Pg 65*

**B. Dixon-Auburn Commuter Rail Feasibility Study**

Dan Christians

*Recommendation: 1.) Authorize the Executive Director to enter into a revised MOU with the Yolo County Transportation District, Sacramento Regional Transit and the Placer County Transportation Planning Agency; and 2.) Recommend that \$60,000 be budgeted in the STA Budget for 2002-03 modeling and a feasibility study for potential commuter rail service between Dixon, Davis, Sacramento and Auburn using State Transit Assistance Funds (STAF) (6:30-6:35 p.m.) – Pg 71*

**C. Development of Expenditure Plan for Transportation**

Daryl Halls/  
Dan Christians

*Recommendation: Approve the following: 1.) Recommendation by the Local Funding Subcommittee to establish a Local Transportation Authority to develop and administer County Transportation Expenditure Plan and authorize the Executive Director to work with the Local Funding Subcommittee to create an LTA ordinance for review and approval by the STA Board, Solano Mayor's Conference and Solano County Board of Supervisors, 2.) Authorize the Executive Director to enter into a sole source contract with Jones & Stokes, Inc. for an amount not to exceed \$110,000 to prepare a Programmatic Environmental Impact Report for the County Transportation Expenditure Plan, 3.) Authorize the Executive Director to retain a public information/marketing firm to assist the STA in developing the necessary public information materials to support the development of the Transportation Expenditure Plan for an amount not to exceed \$50,000 in funding from the STA's 2002/03 budget, 4.) Authorize the STA to retain Bob Grandy and Associates to assist in the development of the Transportation Expenditure Plan for an amount not to exceed \$10,000 and 5.) Approve revised membership of the STA's Community Advisory Committee for the County Transportation Expenditure Plan (6:35-6:55 p.m.) – Pg 75*

**IX. ACTION ITEMS - NON-FINANCIAL**

**A. Legislative Report**

Janice Sells

*Recommendation: Approve recommended positions and direct STA staff to take appropriate action on the following: 1. Support on AB 2535 (Diaz), 2. Oppose on*

*SB 1262, 3. Support on SJR 36, HR 3694 and S 1917 and  
4.) Support on S 1991  
(6:55-7:00 p.m.) – Pg 125*

- B. STA Board Retreat on May 17, 2002** Daryl Halls  
*Recommendation: 1.) Approve setting date, time and location for special STA Board retreat for May 17 at 9:00 a.m. – 3:00 p.m. at Hiddenbrooke in Vallejo and 2.) Designate Executive Committee to work with staff to develop meeting agenda and specifics for Board consideration on May 8, 2002  
(7:25-7:30 p.m.) – Pg 157*

**X. INFORMATION ITEMS**

- A. MTC's Regional TransLink Customer Program and Bike to Work Week Promotions** Elizabeth Richards,  
*Informational (7:00-7:05 p.m.) – Pg 159*
- B. Draft Countywide Trails/Pedestrian Plan Phase 1** Robert Guerrero/  
Randy Anderson  
*Informational (7:05-7:15 p.m.) – Pg 163*
- C. Solano Comprehensive Transportation Plan (CTP) Status Report** Dan Christians  
*Informational (7:15-7:20 p.m.) – Pg 165*
- D. MTC's Regional Policies Discussion** Daryl Halls  
*Informational (7:20-7:25 p.m.) – Pg 167*
- (No Discussion Necessary)*
- E. Unmet Transit Needs Report** Nancy Whelan  
*Informational – Pg 169*
- F. Project Monitoring Update** Jennifer Tongson  
*Informational – Pg 177*
- G. Review Funding Opportunities** Robert Guerrero  
*Informational – Pg 189*
- H. Updated STA Meeting Schedule for 2002 and Acronyms List** Kim Cassidy  
*Informational – Pg 197*

**XI. BOARD MEMBER COMMENTS**

**XII. ADJOURNMENT** – Next Meeting: May 8, 2002 at 6:00 p.m., at Suisun City Hall



MEMORANDUM

DATE: April 4, 2002  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – April 2002

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

\* **Draft Comprehensive Transportation Plan and Public Input Meetings**

STA staff has completed five (Benicia, Dixon, Fairfield, Rio Vista and Suisun City) of the eight scheduled presentations to City Councils and the Board of Supervisors regarding the STA's draft CTP. Additional presentations are scheduled for Solano County Board of Supervisors (April 9), Vallejo (April 9), and Vacaville (April 23). The first Public Input event was held in Benicia on March 28. Board Members Pierre Bidou and John Silva and Board Alternate Dan Smith also attended. The second public input meeting was held in Dixon on April 4, 2002. Additional public input events will be held in Rio Vista (April 8), Suisun City (April 11), Vallejo (April 22), and Fairfield (April 30), and Vacaville (May 1). Staff wants to thank the members of the STA Board, STA TAC, Transit Consortium, and public for their attendance and participation at these events

Adoption of the CTP by the STA Board is scheduled for May 8, 2002.

\* **Development of Transportation Expenditure Plan**

STA staff continues to work with members of the STA Local Funding Committee and CTEP's Management Committee to develop the Expenditure Plan. The Local Funding Subcommittee is recommending the STA Board approve the Local Transportation Authority option for the CTEP (see staff report). In addition, staff is recommending the development of a Programmatic EIR for the CTEP and authorization of a sole source contract with Jones & Stokes to undertake this important study. Staff is recommending retaining additional consultant assistance to help develop the project cost estimates and public information for the CTEP. The first meeting of the Community Advisory Committee for the CTEP has been scheduled for April 29, 2002, at 12:30 p.m., at Travis Federal Credit Union in Vacaville.

**I-80/680/SR12 and North Connector Consultants**

STA staff continues to work with Caltrans and Public Works staff from the Cities of Dixon, Fairfield, Vacaville and Solano County to initiate the environmental study for the I-80/680/SR 12

recommended consultant will be agendized for STA Board approval on May 8, 2002. Based on discussions with Caltrans, the Truck Scales Reconstruction and Relocation Study will be conducted as part of the environmental study for the full interchange. I am in the process of scheduling a meeting with top management staff with the State Agency of Business, Transportation and Housing, Caltrans and the California Highway Patrol to discuss state support for the Cordelia Truck Scales Study to be conducted by the STA (Korve Engineering) with Caltrans oversight. Concurrently, the STA staff continues to work to ensure coordination with the I-80/680/780 Corridor Study, the SR 12 (Jameson Canyon) TCRP project, and I-80/680 Auxiliary Lane Project and the I-80/SR 12 West Truck Climbing Lane project.

The STA staff has initiated the Corridor Study for segments 6 (I-80 between SR 12 E and I-505) and 7 (I-80 between I-505 and the Yolo County line) with public input meetings to be scheduled in Dixon, Fairfield and Vacaville in late May or early June of 2002. This is scheduled to occur after adoption of the CTP adopted by the STA Board. Staff and the consultant team are planning to have a draft of segments 6 and 7 completed by September/October 2002.

Concurrently, staff is working with the Consultant Team for the I-80/680/SR 12 Interchange (the team of Mark Thomas and Associates, Nolte Company, Jones & Stokes, and Public Affairs Management) to schedule a public input meeting with Old Cordelia residents and the Suisun Resource Management District in preparation of a corridor concept plan for the South Parkway Alternative of the I-80/680/SR 12 Interchange Master EIS. These public meetings will likely be held in June of 2002 and will be coordinated with STA Board Chair John Silva and staff from Solano County's EMA and Transportation Departments and with the City of Fairfield.

#### **\* STA's New Model, Phase One of the Trails Plan and A Third Commuter Rail Study**

The STA Planning staff continues to move forward with several exciting new plans, studies, and the development of an important planning tool. This month's agenda includes the recommended consultant to develop the STA's new multi-modal Transportation Model, the first phase of the new Countywide Trails Plan being developed in partnership with Solano County's Environmental Management Agency, and a new Commuter/Passenger Rail Study from Dixon through Davis to Sacramento to be developed in partnership with Placer, Sacramento and Yolo Counties. This is the third new commuter rail study the STA is participating in and all three (Commuter Service to BART, Napa/Solano, and Sacramento) have been initiated this year. These are exciting times for Solano County.

#### **Federal Priority Projects**

I will be traveling to Washington D.C. on April 13-17, 2002 with STA Board Members John Silva, Dan Donahue and Rischa Slade and Fairfield's STA TAC Member Morrie Barr. The trip will focus on support for the STA's four federal priority projects (I-80/680, Vallejo Intermodal Station, Jepson Parkway and the Fairfield/Vacaville Rail Station). Mike Miller, Ferguson Group, will be coordinating the trip and the meeting itinerary. Appropriation requests have already been submitted. Last week, Congressman George Miller included two of these projects (Vallejo Intermodal Station and Fairfield/Vacaville Rail Station) in his total district submittal of five requests for 2002 appropriations.

### **STA Staffing Update**

This week, the top candidate for the STA's vacant Director for Projects position accepted a job offer for the position. The top candidate is Mike Duncan and he is scheduled to officially begin his tenure with the STA on May 20, 2002. Mike has served as the Director of Public Works for Suisun City for the past two years and has been an effective and proactive participant on the STA TAC. He will be an outstanding addition to the STA's management team and will have the arduous task of ensuring that the STA's priority projects are delivered on a timely basis. In addition, he will be the lead staff on several project development teams, and will coordinate with Caltrans, MTC, and with the California Transportation Commission.

Effective April 1, 2002, Robert Guerrero has been promoted from Planning Assistant to the recently created Associate Planner position and Jennifer Tongson has been promoted from Planning Intern to the fulltime position of Projects Assistant. This month, Jennifer graduated from UC Davis with her degree Master's Degree in Environmental Planning. This month, Dan Christians will be initiating recruitment for the vacant Planning Intern position.

### ***Attachment:***

*Attached for your information are a status of priority projects, key correspondence, and the STA's list of acronyms. Transportation related newspaper articles will be included with your Board folders at the meeting.*



### **March 2002 – Activities.**

The Ferguson Group reports the following activities for March 2002:

- Continue coordinating with STA staff regarding Fiscal Year 2003 appropriations project requests.
- Coordinate with congressional offices and STA staff regarding subcommittee questionnaires on all appropriations requests.
- Track congressional appropriations and reauthorization activities.
- Review and comment on STA project support materials.
- Meetings in Washington with congressional offices regarding appropriations requests and reauthorization requests.
- Continued communications with regional delegation members and respond to congressional staff inquiries regarding the projects, including meetings with the offices of Rep. Tauscher, Rep. Miller, Rep. Ose, and Rep. Thompson.

### **April 2002 – Action Items.**

Our efforts during April 2002 will focus on the following:

- Continue developing our T3 and FY 2003 project requests.
- Track T3 activity, attend hearings, meet with key congressional staff regarding T3 process and congressional priorities, and other matters.
- Coordinate Washington lobbying trip – April 15-17.
- Attend meetings in Washington – April 15-17.
- Continue briefings with key California congressional delegation Members and staff on appropriations and T3.

The Ferguson Group is assisting in developing funding requests for T3 and appropriations on behalf of STA and the Cities of Fairfield, Vacaville, and Vallejo. The following chart outlines the project request and the status of legislation related to those requests.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Interstate 80 / 680 Interchange Project	\$13.7 million request – Transportation Appropriations – Interstate Highway Maintenance Discretionary Account	Project request submitted to all congressional offices. T3 process pending.
Vallejo Baylink Ferry Intermodal Center	\$10 million request – Transportation Appropriations – Ferry & Ferry Facilities Account.	Project request submitted to all congressional offices. T3 process pending.
Jepson Parkway Project (I-80 Reliever Route)	In development.	T3 process pending.
Intermodal Facility and Track Improvements	\$5.3 million request – Transportation Appropriations – Bus & Bus Facilities Account.	Project request submitted to all congressional offices. T3 process pending.

Please contact Mike Miller at (707) 254-8400 if you have any questions regarding this report or need additional information. Thank you.

The Ferguson Group  
 1434 Third Street  
 Suite 3  
 Napa, California 94559  
 707.254.8400 (voice)  
 707.254.8420 (fax)

STA Project Development Fund 2002 Priority Projects - Status Report (listed in alphabetical order)				
Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
<b>Benicia-Martinez and Carquinez Bridge Projects</b> Benicia, Caltrans, STA, Vallejo	*	*	*	Benicia Project initiated with construction to be completed by 2004. New bridge bids opened 9/28/01 and construction to begin in 11/2001. Main Span contract is under construction. 780/680 interchange construction started 1/23/02. Toll Plaza readvertised 12/24/01 and new bid opening was 2/14/02. New bridge opening to traffic scheduled for December 2004.
<b>Capitol Corridor Rail Facilities Plan and Expanded Service-Suisun Station Parking</b> CCJPB, STA	\$125,000	*	*	TCI grant for obligation approved by CTC on 5/20/00. Revised scope of work submitted to add south site. One year time extension granted. Project under design and construction scheduled for 2002.
<b>Comprehensive Transportation Plan</b>	\$80,000		*	Plan underway. STA Board held CTP workshop on 11/29/01. Final CTP policies adopted by the STA Board in December 2001. Public Input meetings have been scheduled. CTP draft scheduled released on 3/13/02 and final to be adopted on 5/08/02.
<b>Enhanced Transit Service on I-80, I-680, and I-780</b>	*	*100,000	*	Transit Plan initiated as part of CTP. Express bus proposals approved by Board and submitted to MTC for consideration for Express Bus funding. All four proposals recommended for support by MTC staff. Route 20/30 under study. Updated funding MOU's underway. State PCRFP event submitted for I-80/680/780 Transit/HOV Study.
<b>Highway 12 (Jameson Canyon) EIS/EIR</b>	*	*	*	\$7 million in TCRP funds. Caltrans developed project schedule and application for TCRP funding approved for environmental. Initial PDT meeting held on 6/5/01 by STA, NCTPA and Caltrans. Project schedule presented to STA/NCTPA Committee in August 2001. An additional \$2 million of 2002 ITIP funds recommended by Caltrans.
<b>Highway 12 Major Investment Study</b>			*	-Study completed. Final report approved by Caltrans. Adopted by Board on 10/10/01.
<b>Highway 12 SHOPP project</b>	*	*	*	Highway 12 MIS Subcommittee and STA TAC provided status by Caltrans. Revised project schedule under development.
<b>Highway 37 Project</b>	*	*	*	- Project fully funded - 95% plans near completion. - STA approved a modification to the contract to construct landscaping in 2003-04 and to delay construction to the 2003-2005 period, STA Board approved funding amendment on 7/12/00. - Groundbreaking to begin construction held on 3/15/02. - Phase I (restoration of tidal wetlands at Guadalcanal Village) is 95% complete. - Phase II (construction of 4-lane freeway from Napa River Bridge to Enterprise St.); contract was awarded 12/18/01; approved 1/7/02. - Phase III (construction of 4-lane freeway from Enterprise St. to Diablo St. and cloverleaf interchange for Rt. 37/29 intersection); at 90% PS&E; all permits secured.

Highway 113 SHOPP	*	*	*	Scope of work under refinement. Meeting with Caltrans and Dixon held 1-23-02 to discuss project status.
I-80/505 Weave Correction PSR	*	*	*	Candidate for 2002 SHOPP funds. PSR completed by Caltrans. Project not included in 2002 SHOPP list.
I-80/680 Interchange	*	*	*	-Auxiliary lane funded by Caltrans. STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003. PDT formed to develop accelerated PSR for full interchange. Targeted for 2002 ITIP funds. On March 13, 2002 STA Board selected consultant team and authorized preparation of environmental document and project report.
I-80/680/780 Corridor Study		\$1,000,000	*	Board approved subcommittee to monitor study. Balance of study to commence after completion of the I-80/680 segment one analysis. STA has approved STIP/STP swap to fully fund study.
Jepson Parkway Project	\$491,000	\$59,237	*	- NEPA 404 complete. Purpose and need completed. Draft alternatives and screening criteria completed and reviewed by resource agencies. Revised project cost estimates completed. Project cost estimates and project alternatives approved by Board on 7/11. - On 2/13/02, STA Board approved a funding plan for \$10 million of 2002 RTIP funds for four priority segments.
Project Monitoring (local projects)	\$20,000	\$6,626	*	Next STIP funding cycle due June 30, 2002. Next federal obligation date for Cycle 2 STP/CMAQ projects due to Caltrans by July 1, 2002
Red Top Slide SHOPP Project	*	*	*	-Monitoring mitigation efforts by Caltrans. STA subcommittee formed to review emergency plan. Approved as design sequence pilot project. - State of art drainage shaft project commenced. Contract awarded 10/4/01 and approved 10/15/01. Contract is about 15% complete.
Solano Bikeway Project	*	*	*	-Construction completed in September 2001. Ribbon cutting held 10/11/01. Feasibility Study for next phase segment funded.
Solano Napa Commuter Information Work Program	*	*	*	-Program adopted and implementation underway. Meetings with Rio Vista and Dixon held. Updated scope of work for Napa County approved. Development of new incentives underway. New program for Solano County approved by Board 11/14/01.
SolanoWorks Transit Plan	*	*	*	-Plan being developed. Meeting with five focus groups completed. Two transit projects identified. Draft Plan completed.
STA Marketing Program	\$55,000		*	STA brochure and 2001 Annual Report completed. New Website Consultant retained and completion of STA Website loading underway. 2002 Annual Report underway for Spring 2002.
Vallejo Baylink Ferry Support and Operational Funds	*	*	*	\$2 million in Federal Appropriations approved. \$5 million in 2002 RTIP awarded by STA.
TOTAL	\$771,000	\$1,065,863	\$0	
* No funds allotted at this time		\$1,836,863		

**Solano Transportation Authority**  
**Acronyms List**  
*Updated 4/3/02*

ABAG	Association of Bay Area Governments	ITIP	Interregional Transportation Improvement Program
ADA	Americans with Disabilities Act		
APDE	Advanced Project Development/Element (STIP)	JPA	Joint Powers Agreement
AQMP	Air Quality Management Plan	<i>LTA</i>	<i>Local Transportation Authority</i>
BAAQMD	Bay Area Air Quality Management District	LEV	Low Emission Vehicle
BAC	Bicycle Advisory Committee	LOS	Level of Service
BCDC	Bay Conservation and Development Commission	LTF	Local Transportation Funds
CALTRANS	California Department of Transportation	MIS	Major Investment Study
CEQA	California Environmental Quality Act	MOU	Memorandum of Understanding
CARB	California Air Resource Board	MPO	Metropolitan Planning Organization
CCTA	Contra Costa Transportation Authority	MTC	Metropolitan Transportation Commission
CHP	California Highway Patrol	MTS	Metropolitan Transportation System
CIP	Capital Improvement Program	NEPA	National Environmental Policy Act
CMA	Congestion Management Agency	NCTPA	Napa County Transportation Planning Agency
CMAQ	Congestion Mitigation and Air Quality	NHS	National Highway System
CMP	Congestion Management Program		
CNG	Compressed Natural Gas	OTS	Office of Traffic Safety
<i>CTA</i>	<i>County Transportation Authority</i>	PCC	Paratransit Coordinating Council
CTC	California Transportation Commission	PCRP	Planning and Congestion Relief Program
<i>CTEP</i>	<i>County Transportation Expenditure Plan</i>	PDS	Project Development Support
		PDT	Project Delivery Team
DBE	Disadvantage Business Enterprise	PMS	Pavement Management System
DOT	Federal Department of Transportation	PNR	Park and Ride
EIR	Environmental Impact Report	POP	Program of Projects
EIS	Environmental Impact Statement	PSR	Project Study Report
EPA	Federal Environmental Protection Agency	RABA	Revenue Alignment Budget Authority
		REPEG	Regional Environmental Public Education Group
FHWA	Federal Highway Administration	RFP	Request for Proposal
FTA	Federal Transit Administration	RFQ	Request for Qualification
GARVEE	Grant Anticipation Revenue Vehicles	RTEP	Regional Transit Expansion Policy
GIS	Geographic Information System	RTIP	Regional Transportation Improvement Program
HIP	Housing Incentive Program	RTMC	Regional Transit Marketing Committee
HOV Lane	High Occupancy Vehicle Lane	RTP	Regional Transportation Plan
ISTEA	Intermodal Surface Transportation Efficiency Act	RTPA	Regional Transportation Planning Agency

SACOG	Sacramento Area Council of Governments	YSAQMD	Yolo/Solano Air Quality Management District
SCTA	Sonoma County Transportation Authority	ZEV	Zero Emission Vehicle
SHOPP	State Highway Operational Protection Program		
SNCI	Solano Napa Commuter Information		
SOV	Single Occupant Vehicle		
SMAQMD	Sacramento Metropolitan Air Quality Management District		
SRITP	Short Range Intercity Transit Plan		
SRTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
TAZ	Transportation Analysis Zone		
TCI	Transit Capital Improvement		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century		
TDM	Transportation Demand Management		
TFCA	Transportation for Clean Air Funds		
TIP	Transportation Improvement Program		
TLC	Transportation for Livable Communities		
TMTAC	Transportation Management Technical Advisory Committee		
TOS	Traffic Operation System		
TRAC	Trails Advisory Committee		
TSM	Transportation Systems Management		
VTA	Valley Transportation Authority (Santa Clara)		
W2Wk	Welfare to Work		
WCCCTAC	West Contra Costa County Transportation Advisory Committee		



DATE: April 3, 2002  
TO: STA Board  
FROM: Kim Cassidy, Office Manager/Clerk of the Board  
RE: CONSENT CALENDAR (Any consent calendar item can be pulled for discussion)

**Recommendation:**

The STA Board approve the following attached consent items:

- A. STA Board Minutes of March 13, 2002
- B. Draft STA TAC Minutes for March 27, 2002
- C. TIP Amendment for City of Dixon Downtown Project Streetscop
- D. Caltrans PSR Requests
- E. Fairfield/Suisun Transit STAF Request for CNG Bus Conversion
- F. 2002/03 TFCA Program Manager Funds
- G. Support for Solano County Regional TLC Projects
- H. Contract amendments for Federal Lobbyist-The Ferguson Group
- I. Contract amendment #2 for Transit and, Funding Consultants – Nancy Whelan Consulting



**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of Meeting of**  
**March 13, 2002**

**I. CALL TO ORDER - CONFIRM QUORUM**

Chair Silva called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

John Silva (Chair)	County of Solano
Jim Spering (Vice Chair)	City of Suisun City
Pierre Bidou	City of Benicia
Mary Ann Courville	City of Dixon
Marci Coglianese	City of Rio Vista
Dan Donahue	City of Vallejo

**MEMBERS**

**ABSENT:**

Karin MacMillan	City of Fairfield
Rischa Slade	City of Vacaville

**STAFF**

**PRESENT:**

Daryl K. Halls	STA-Executive Director
Dan Christians	STA-Assist. Exec. Dir./Director for Planning
Elizabeth Richards	STA/SNCI Program Director
Kim Cassidy	STA-Office Administrator/Clerk of the Board
Janice Sells	STA-Program Manager/Analyst
Robert Guerrero	STA Planning Assistant
Melinda Stewart	STA Asst. Legal Counsel

**ALSO**

**PRESENT:**

Lenka Culik-Caro	Caltrans
Jason Mack	Caltrans
Morrie Barr	City of Fairfield
Mike Duncan	City of Suisun City
Mark Akaba	City of Vallejo
Gary Leach	City of Vallejo

Michael Jones  
Ron Milam  
Bob Grandy  
Hans Korve  
Tony Bruzone  
Bernice Kaylin  
Dale Dennis  
Josh English  
Charlie Jones  
James Williams

Alta Consulting  
Fehr & Peers  
Grandy & Associates  
Korve Engineering  
Wilbur Smith & Associates  
League of Women Voters-Solano County  
PDMG  
Simplalife  
Solano County  
Vacaville Citizen

**III. APPROVAL OF AGENDA**

On a motion by Member Bidou , and a second by Vice Chair Spring, the STA Board unanimously approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following items and highlights of MTC's Washington DC lobbyist trip:

- Draft Comprehensive Transportation Plan and Public Input Meetings
- Development of Transportation Expenditure Plan
- I-80/680/SR12 and North Connector Consultants
- Groundbreaking for Highway 37
- Federal Priority Projects
- STA Staffing Update

*Member Coglianese arrived at 6:08 p.m.*

**VI. COMMENTS/UPDATE FROM STAFF, CALTRANS, AND MTC**

STA: Elizabeth Richards highlighted the letter of support to MTC for the Federal Highway Administration's (FHWA) and Federal Transit Administrations's (FTA) Multi-Modal 511 Traveler Information System Model Deployment.

Caltrans:

Lenka Culik-Caro reported on progress of Solano County's STIP projects, projects under construction, programmed projects and project funding.

Jason Mack was introduced as part of Caltran's Project Development Team.

MTC: None

## VII. CONSENT CALENDAR

On a motion by Member Donahue, and a second by Member Bidou, the consent calendar items were approved in one motion.

- A. Approve STA Board Minutes of February 13, 2002**  
Recommendation: Approve STA Board Minutes of February 13, 2002
- B. Approve Draft STA TAC Minutes for February 27, 2002**
- C. Approve Draft STA TAC Minutes for March 4, 2002**
- D. FY 01/02 TDA Claim and Agreement for Solano Paratransit**  
Recommendation: 1.) Approve the submittal of an amendment to the STA FY 2001-02 TDA claim for Solano Paratransit services in the amount of \$193,406, for the balance of the fiscal year ending June 30, 2002 and 2.) Approve the amendment to the agreement between STA and the City of Fairfield for Solano Paratransit operations in the amount of \$193,406, for the period January 1, 2002 through June 30, 2002.
- E. City of Fairfield TIP Amendment**  
Recommendation: Authorize the Executive Director to submit the TIP Amendment request from the City of Fairfield to MTC to transfer \$140,000 in CMAQ funds from the North Texas Street Right Turn at Travis Boulevard project to the North Texas Street Local Bus Transfer Facility project.
- F. STA/YSAQMD Screening Committee**  
**List of recommended projects for the 2002/03**  
**YSAQMD Clean Air Fund Program**  
Recommendation: Support list of 2002/03 YSAQMD Clean Air Fund of projects as recommended by STA/YSAQMD Screening Committee
- G. Solano County Request for STA Support for**  
**Re-opening Union Street between Fairfield and Suisun City**  
Recommendation: Authorize staff to pursue funding and initiate a feasibility study to consider the re-opening of Union Street between downtown Fairfield and Suisun City and to identify other at-grade crossings located within Solano County as candidates for potential closure.
- H. Staff Organizational Adjustment**  
Recommendation: Approve STA's staff organization adjustment with revised job classifications as follows: 1. Shift the Project Analyst position to Associate Planner and 2. Shift the Planning Assistant position to Project Assistant.
- I. Contract amendments for CTP Consultants**  
**Fehr and Peers, Wilbur Smith Associates**  
**and Alta Transportation**  
Recommendation: Authorize the Executive Director to enter into contract amendments with CTP consultants as follows: 1.) \$20,000 for Wilbur Smith Associates, 2.) \$20,000 for Alta Transportation and 3.) \$57,000 for Fehr and Peers/Grandy Associates to complete STA's CTP and related elements.
- J. Funding agreement for the Napa-Solano Passenger**  
**and Freight Rail Study between STA and NCTPA**

Recommendation: Authorize the Executive Director to finalize and execute an agreement for funding the Napa/Solano Passenger Rail Study between STA and NCTPA.

**K. Revisions to CMAQ/STP Match List**

Recommendation: Authorize the Executive Director to submit the attached revised CMAQ Match Program to MTC and request MTC and Caltrans to advance \$178,000 from FY 2002/03 to cover the \$159,000 CMAQ Match shortfall identified for 2001/02.

**L. FY 02/03 and FY 03/04 Gas Tax Contributions and TDA Claim Estimates**

Recommendation: Approve FY 02/03 and FY 03/04 Gas Tax Contribution and TDA Claim Estimates and authorize the Executive Director to forward to STA's Member Agencies.

**VIII. ACTION ITEMS: FINANCIAL**

**A. Consultant Selection for Preparation of the Environmental Document for the North Connector Project and the I-80/680/SR12 Interchange Project**

Daryl Halls explained the consultant selection process for preparation of the Project Report and reviewed staff recommendations. He noted that at the request of Caltrans, staff was recommending tabling item VIII.A.1.

Recommendation: Authorize the Executive Director to: 1.) Enter into an agreement with Korve Engineering to prepare the Project Report/Environmental Document for the North Connector project for an amount not to exceed \$2,000,000 and 2.) Enter into an agreement with the Mark Thomas/Nolte Associates Team to prepare the Project Report/Environmental Document for the I-80/680/SR12 Interchange project for an amount not to exceed \$6,500,000.

At the request of staff, item A.1 was tabled. On a motion by Vice Chair Spring, and a second by Member Coglianesse, the STA Board unanimously approved the recommendation for item A.2.

**B. Feasibility Study for Contra Costa/Solano Commuter Rail Service**

Dan Christians summarized the joint agency effort, with BART, the Capitol Corridor, and Contra Costa Transportation Authority for the Contra Costa/Solano Commuter Rail Feasibility Study.

Vice Chair Spring encouraged the STA Board to support participation in the study, which he noted has tremendous potential for future rail service.

Recommendation: Authorize the Executive Director to develop a scope of work and enter into an agreement for funding the Contra Costa-Solano Commuter Rail Feasibility Study between STA, BART, MTC, Capitol Corridor and the CCTA.

On a motion by Vice Chair Spring, and a second by Member Bidou, the STA Board unanimously approved the recommendation.

## **IX. ACTION ITEMS – NON-FINANCIAL**

### **A. STA's Draft Comprehensive Transportation Plan**

#### **1. CTP Summary Element**

#### **2. Transit Element**

#### **3. Arterials/Highways/Freeways Element**

##### **A. Rideshare Section**

#### **4. Alternative Modes Element**

Daryl Halls summarized development of the CTP and acknowledged all the groups, that provided input and participated in the development of the draft CTP.

Dan Christians introduced Sub Committee Chairs and reviewed roles of each subcommittee and the STA Board.

Vice Chair Sperring summarized the CTP as a blueprint for the future of transportation in Solano County and the focus for transportation plans and funds in the future. Bob Grandy (Grandy & Associates) reviewed the overall goals of the CTP, various opportunities and challenges outlined in the CTP.

Dan Donahue (Transit Subcommittee Chair) thanked the STA staff for input and coordination efforts. He introduced Transit subcommittee members and reviewed the Transit Subcommittee goals. Tony Bruzone (Wilbur Smith & Associates) summarized individual transit modes, the overall concept, and recommendations of the Transit Element.

STA Chair Silva (Arterials/Highways/Freeways Subcommittee Chair) introduced members and participants of this committee. He reviewed the subcommittee goals. Ron Milam (Fehr & Peers) identified the vision of the Arterials element and the various needs, improvements and recommendations.

Marci Coglianese (Alternative Modes Subcommittee Chair) recognized members and participants in the Alternative Modes Subcommittee. She noted and summarized the committee goals. Mike Jones (Alta Transportation Consultants) covered the Alternative Modes Element, and its specified plans and recommendations.

Bob Grandy (Grandy & Associates) presented the funding element, long-term funding needs, and funding shortfalls. Daryl Halls summarized the next steps in the planning process. He also reviewed the community input-meeting schedule.

Member Donahue stressed the importance of partnering with member cities.

Member Coglianese expressed the need to plan for the future.

Vice Chair Sperring requested the public input meetings stress the importance of showing the linkages between each element and how the system works together.

Chair Silva thanked the STA staff for their efforts to meet CTP deadlines.

Recommendation: Approve the public release of the Draft Solano Comprehensive Transportation Plan including the overall CTP report and the Transit Element, Arterials, Freeways and Highways Element and Alternataive Modes Element; and 2.) In accordance with CEQA, publish a Notice of Intent to approve a Negative Declaration and provide for a 30-day public comment period for the plan and all elements based on the attached environmental checklist initial study

On a motion by Member Donahue, and a second by Member Coglianese, the Board unanimously approved this recommendation.

## **B. Legislative Report**

Janice Sells discussed the Legislative matrix, which reflects active and newly introduced bills. She also reviewed STA staff's recommended position on these bills.

Recommendation: Approve recommended positions and direct STA staff to take appropriate action on Support item: 1. Support position on AB 1296, 2. Watch position on SB 1243, 3. Watch position on SB 1492 and 4. Watch position on SCA 3.

On a motion by Member Courville, and a second by Member Bidou, the STA Board approved the recommendation with the exception of item 2. Vice Chair Spering requested item 2 be pulled for separate discussion and vote. Vice Chair Spering requested the STA Board adopt a position of oppose on SB 1243 citing his concern about combining MTC and ABAG.

Recommendation: 2. Oppose position on SB 1243.

On a motion by Member Courville, and a second by Vice Chair Spering, the STA Board unanimously approved this revised recommendation.

## **X. INFORMATION ITEMS: (Discussion Necessary)**

**A. Status of Development of Expenditure Plan for Transportation**  
Vice Chair Jim Spering presented an overview of recommendations developed by the Local Funding Subcommittee and development of a schedule, process and specifics of a transportation expenditure plan. He discussed the results of a public survey poll and a presentation to the Solano Mayors' Conference.

Jim Williams (Vacaville citizen) encouraged the STA Board to focus on transportation, define common ground and not to align themselves with Open Space.

**(No Discussion Necessary)**

- B. MTC 511 Regional Information Telephone Service**
- C. Ozone Attainment Plan/Air Quality Conformity Lapse**
- D. Review Funding Opportunities**
- E. Updated STA Meeting Schedule for 2002**

**XI. BOARD MEMBER COMMENTS**

Member Courville highlighted the City of Dixon Ribbon Cutting ceremony for their new intermodal on March 25, 2002 at 5:00 p.m.

**XII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:52 p.m. The next Meeting: April 10, 2002 at 6:00 p.m., at Suisun City Hall.



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**March 27, 2002**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:33 p.m. in the Solano Transportation Authority Conference Room.

Present:

Michael Throne	City of Benicia
Janet Koster	City of Dixon
Morrie Barr	City of Fairfield
Ray Chong	City of Fairfield
Ron Hurlbut	City of Fairfield
Dave Melilli	City of Rio Vista
Mike Duncan	City of Suisun City
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Paul Wiese	County of Solano
Daryl Hallis	STA
Dan Christians	STA
Janice Sells	STA
Kim Cassidy	STA
Robert Guerrero	STA
Cameron Oakes	Caltrans
Ren Bates	Landpeople

**II. OPPORTUNITY FOR PUBLIC COMMENT**

None

### **III. REPORTS FROM CALTRANS, MTC AND STA STAFF**

Caltrans - None

MTC - None

STA - None

### **IV. CONSENT CALENDAR**

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of February 27, 2002
- B. Minutes for Special Meeting of March 4, 2002
- C. Funding Opportunities
- D. Updated STA Meeting Schedule for 2002
- E. Fairfield/Suisun Transit STAF Request  
for CNG Bus Conversion  
*Recommendation: Recommend to the STA Board to approve an allocation of \$271,000 of State Transit Assistance Fund (STAF) to convert two buses used for Route 30 service from diesel to Compressed Natural Gas (CNG) and increase the size of the CNG fueling station*
- F. TIP Amendment for  
City of Dixon Downtown Project Streetscope  
*Recommendation: Forward a recommendation to the STA Board to approve a TIP Amendment request of the City of Dixon for the Downtown Streetscape Project*

On a motion by Ron Hurlbut, and a second by Michael Throne, the STA TAC unanimously approved the consent calendar.

### **V. ACTION ITEMS**

#### **A. Caltrans PSR Requests**

Daryl Halls highlighted PSR priorities and requests for Caltrans oversight as requested for Solano County projects.

Recommendation: 1.) Defer any additional requests for new Caltrans-prepared PSR's pending the completion of the Cordelia Truck Scales Relocation/Reconstruction Study, the I-80/680/780 Corridor Study and 2.) Recommend that each of the project sponsors (STA, City of Vacaville and City of Vallejo) prepare/update PSR's for the Cordelia Truck Scales, Lower Lagoon Valley Interchanges and Hiddenbrooke/American Canyon/I-80 Overcrossing and request Caltrans oversight only

On a motion by Ron Hurlbut, and a second by Michael Throne, the STA TAC unanimously approved the recommendation.

**B. Multi-Modal Travel Demand Model  
Consultant Selection**

Dan Christians reviewed the TAC Modeling Subcommittee's recommendation of DKS Associates as consultant firm to develop a multi-regional, multi-modal travel demand.

Recommendation: Forward a recommendation to the STA Board approving the Modeling subcommittee's selected consultant firm for an amount not to exceed \$350,000.

On a motion by Ron Hurlbut, and a second by Mike Duncan, the STA TAC unanimously approved the recommendation.

**C. Dixon-Auburn Commuter Rail Feasibility Study**

Daryl Halls provided an update on the Dixon-Auburn Commuter Rail Feasibility Study.

Recommendation: Forward a recommendation to the STA Board to: 1.) Authorize the Executive Director to enter into a revised Commuter Rail Study MOU with the Yolo County Transportation District, Sacramento Regional Transit and the Placer County Transportation Planning Agency and 2.) Recommend that \$60,000 be budgeted in the STA Budget for 2002-03 modeling and feasibility study for potential commuter rail service between Dixon, Davis, Sacramento and Auburn using State Transit Assistance Funds (STAF).

On a motion by Janet Koster, and a second by Ron Hurlbut, the STA TAC unanimously approved the recommendation.

**D. Fairfield-Vacaville Rail Station Update**

Ray Chong, City of Fairfield, provided an update of the concept plan for the Fairfield/Vacaville Rail Station. He highlighted the TLC application and noted estimated completion of the rail station is June 2005.

Mike Duncan, Suisun City, discussed a second phase TLC project for Suisun's new street projects located on Main Street and Driftwood Drive.

Recommendation: 1.) Accept the status report on the preliminary design for the Fairfield/Vacaville Train Station and 2.) Forward a recommendation to the STA Board to support Transportation for Livable Communities grant application for the Fairfield/Vacaville Rail Station Phase 1 improvements.

On a motion by Ron Hurlbut, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation to support the TLC for the Fairfield/Vacaville Rail Station – Phase 1 and Suisun City's new street scope project – Phase II.

## **E. Legislative Report**

Janice Sells identified the STA Board's oppose position on SB 1243. She also provided an update on activity and adopted positions on State Legislation SJR 36 (Murray) and Federal Legislation HR 3694 (Young).

Janet Koster noted she would be abstaining on both bills because she had not received copies of the bills prior to the meeting.

Recommendation: Forward to the STA Board for approval: 1.) Support position on SJR 36.

On a motion by Ron Hurlbut, and a second by Mark Akaba, the STA TAC approved the recommendation on a vote of 7 pass and one abstention (Janet Koster, City of Dixon).

Recommendation: Forward to the STA Board for approval: 2.) Support for HR 3694 and S 1917.

On a motion by Ron Hurlbut, and a second by Dale Pfeiffer, the STA TAC approved the recommendation on a vote of 7 pass and one abstention (Janet Koster, City of Dixon).

## **VI. INFORMATION ITEMS**

### **A. Draft Countywide Trails/Pedestrian Plan Phase 1**

Robert Guerrero highlighted aspects of the Draft Countywide Trails/Pedestrian Plan.

Ren Bates, Landpeople presented an overview of existing plans, policies/guidelines and schedule for the plan.

### **B. Solano Comprehensive Transportatin Plan (CTP)**

1. Arterials/Highways/Freeways
2. Road Rehabilitation Backlog
3. Funding

Dan Christians reviewed the schedule of Public Input Meetings.

### **C. Expenditure Plan**

Daryl Halls provided an update on the subcommittee's activities over the past month.

### **D. Unmet Transit Needs Report**

Daryl Halls discussed the significant changes and responses to the Unmet Transit Needs Report. He noted the Unmet Transit Needs Report would be presented at the April 24 TAC meeting as an action item.

*Dale Pfeiffer left at 2:47 p.m.*

**E. MTC's Regional Policies/Programs Update**

Daryl Halls summarized the list of issues, policies, programs, priorities and funding under discussion.

**F. 2002/03 TFCA Program Manager Funds**

Robert Guerrero reviewed nine requests for TFCA projects for a total of \$616,800. He noted the Executive Committee would review requests on April 3, 2002. It was agreed that a meeting between STA and City of Fairfield staff be held to reduce the requests to the amount available.

**G. Project Monitoring Update**

Dan Christians summarized the three project monitoring lists compiled by MTC.

**H. Priority Project's Status Report**

The STA staff recommended this item be pulled and agendaized for the April 24 TAC meeting.

**VII. ADJOURNMENT**

The meeting was adjourned at approximately 3:00 p.m. The next meeting is scheduled for Wednesday, April 24, 2002 at 1:30 p.m.



DATE: April 3, 2002  
TO: STA Board  
FROM: Jennifer Tongson, Projects Assistant  
RE: TIP Amendment for  
City of Dixon Downtown Project Streetscope

**Background:**

All transportation projects that receive federal and state funding are required to be listed in the Regional Transportation Improvement Program (TIP). The City of Dixon is requesting a TIP Amendment to change the project description of the Downtown Dixon Streetscape project, SOL010008, funded with Transportation Enhancement funds.

**Discussion:**

The project consists of three phases. The description currently listed on the TIP is for Phase 1 on SR 113 between A and B Streets. The amendment is being requested because Phase 1 will be constructed as part of a larger project and the coordination required to obtain Caltrans' release of the grant funding will not coincide with the construction schedule. The City is proposing to use local Redevelopment District funds to construct Phase 1 and would use the TEA grant funds for Phase 2, located on West B Street and North Jackson Street between SR 113 and West A Street.

**Fiscal Impact:**

None

**Recommendation:**

Approve the TIP Amendment to modify the description of the Downtown Dixon Streetscape project from "SR113 between A Street and B Street" to "West B Street and North Jackson Street between SR 113 and West A Street."

Attachment



MAR 15 2002

March 12, 2002

Solano Transportation Authority  
1 Harbor Center, Suite 130  
Suisun City, CA 94585

ATTN: DAN CHRISTIANS, ASSISTANT EXECUTIVE DIRECTOR  
RE: REQUEST FOR T.I.P. AMENDMENT; DOWNTOWN DIXON  
STREETSCAPE PROJECT

Dear Dan:

The City of Dixon is requesting a Transportation Improvement Program (TIP) Amendment for the Downtown Streetscape Project which is currently authorized for Transportation Enhancement Funding per TIP #SOL010008.

The Downtown Streetscape Project actually consists of three phases. Each phase includes the installation of historic style street lights, benches, trash containers, and bike racks as well as the installation/replacement of numerous trees. The project, as currently described in the TIP, is for Phase 1 and is on SR 113 between A and B Streets. We are requesting the description be modified to read "on West B Street and North Jackson Street between SR 113 and West A Street" (see attached map). This segment is Phase 2 of the same Streetscape Project.

The amendment is being requested because Phase 1 will be constructed as part of a larger project and the coordination required to obtain Caltrans' release of the grant funding will not coincide with the construction schedule. The City is proposing to use local Redevelopment District funds to construct Phase 1 and would like to use the grant funds for Phase 2.

As these funds need to be obligated by September 2003, time is of the essence and your prompt attention to this matter would be appreciated.

Please call Janet Koster if you have any questions at 707-678-7031, ext. 304.

Sincerely,

Ronald J. Trippbett  
Director of Public Works

JK/jk  
02letters/tipamend

cc: Alan Elliot, MTC

**City of Dixon**  
**Department of Public Works**

600 East A Street • Dixon, California • 95620-3697  
(707) 678-7030 • FAX (707) 678-7039 • TD (707) 678-1489

**Current and Proposed TIP Listings:** If more than one project is impacted by this request, please add cells as needed to show the "current" and "proposed" listing for each affected project on this TIP Amendment request form.

**Current TIP Listing:**

(for new projects, leave this blank)

**Project Name:** Downtown Dixon Streetscape

**Project Description:** Dixon: On SR 113 between A Street and B Street, Streetscape improvements pursuant to downtown master plan.

**TIP ID:** SOL010008

**Sponsor:** City of Dixon

Has this project been amended before?  Yes  No

If so, what is the most recent amendment affecting the project (e.g. 01-01)? 01-27

*Note:* The worksheet is locked to make completing it easier. There is NO password. If you would like to unlock the sheet to change/add/delete cells, go to the Tool Menu and select "Unprotect Sheet" under Protection.

Funding Sources **	Phase *	Prior	FY 00/01	FY 01/02	FY 02/03	FY 03/04	Total
STP-FY99CC	CNST	-	189				\$ 189
TEA-L-T21	CNST		48				\$ 48
Other Local	CNST		53				\$ 53
							\$ -
<b>TOTAL</b>	<b>N/A</b>	<b>-</b>	<b>290</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ 290</b>

\* PS&E (PSE), Environmental (ENV), Right of Way (ROW), or Construction (CNST). For Caltrans projects Right of Way Support (ROW-CT), or Construction Support (CNST-CT) may also apply.

\*\* For a list of current fund sources go to: [www.mtc.ca.gov/publications/tip/abbreviations.htm](http://www.mtc.ca.gov/publications/tip/abbreviations.htm)

**Proposed TIP Listing:**

(when deleting a project currently in the TIP, leave this blank)

**Project Description:** Dixon: On West B Street and North Jackson Street between SR 113 and West A Street; Streetscape improvements pursuant to downtown master plan.

**TIP ID:** SOL010008

**Sponsor:** City of Dixon

Funding Sources	Phase *	Prior	FY 00/01	FY 01/02	FY 02/03	FY 03/04	Later	Total
STP-FY99CC	CNST		189					\$ 189
TEA-L-T21	CNST		48					\$ 48
Other Local	CNST		53					\$ 53
								\$ -
								\$ -
								\$ -
<b>TOTAL</b>	<b>N/A</b>	<b>-</b>	<b>290</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ 290</b>

\* PS&E (PSE), Environmental (ENV), Right of Way (ROW), or Construction (CNST). For Caltrans projects Right of Way Support (ROW-CT), or Construction Support (CNST-CT) may also apply.



DATE: April 3, 2002  
 TO: STA Board  
 FROM: Dan Christians, Assistant Executive Director/Director for Planning  
 RE: Caltrans PSR Requests

**Background:**

State Senate Bill 45 requires that before State Transportation Improvement Program (STIP) funds can be secured for any project, a Project Study Report (PSR) must be prepared. Each year, Caltrans District IV requests each of the nine Bay Area congestion management agencies submit a list of Project Study Report (PSR) candidates to be performed and funded by Caltrans during the forthcoming fiscal year. Caltrans prepared PSRs are usually for major segments of corridors such as I-80/680, truck scales or regionally significant interchanges.

Traditionally, Caltrans District IV's PSR unit is funded to develop one priority PSR for Solano County per fiscal year. The STA is requested to submit PSR priorities to Caltrans. The requested PSR must also be consistent with the Regional Transportation Plan. Local agencies can also request Caltrans oversight for locally prepared PSRs.

This year (2001-02) Caltrans completed the PSR for the I-80/505 Weave Correction project in Vacaville and is currently starting a PSR-PDS for the I-80 HOV lane between Fairfield and Vacaville, expected to be completed by December 2002. A PSR for the I-80 Cordelia Truck Scales was originally requested for last year but was put on hold pending the I-80/I-680 Segment 1 Tier 2 report and/or the completion of a more detailed Truck Scales Relocation or reconstruction Study (now scheduled to be completed later in 2002).

**Discussion:**

To date the following PSRs and PSR oversights are requested for Solano County projects for 2002-03:

<b><u>Project</u></b>	<b><u>Requesting Agency</u></b>	<b><u>STA Recommendation</u></b>
1. <b>Cordelia Truck Scales Study</b> To be prepared concurrently with the preparation of the pending Truck Scales Relocation/Reconstruction Study; STA will be conducting study later in 2002 and is	STA	Caltrans Oversight

only requesting PSR oversight.

- |            |  |                  |                           |
|------------|--|------------------|---------------------------|
| <b>2.</b>  | <b>Lower Lagoon Valley</b><br>Cherry Glen Road Interchange and<br>Rivera Road/Pleasant Valley Road/Pena<br>Adobe Road interchanges; these Interchanges are<br>proposed to accommodate future<br>development in the surrounding Lagoon<br>Valley area.                              | <b>Vacaville</b> | <b>Caltrans Oversight</b> |
| <b>XI.</b> | <b>Hiddenbrooke/American Canyon/I-80</b><br>Hiddenbrooke/American Canyon/I-80<br>Overcrossing in Solano and Napa Counties.<br>This interchange is required for the<br>Hiddenbrooke subdivision located east<br>of I-80; Vallejo is only requesting PSR<br>oversight from Caltrans. | <b>Vallejo</b>   | <b>Caltrans Oversight</b> |

All three of the above-referenced projects previously had PSRs prepared when Solano County was under Caltrans District 10. Although District 10 used to prepare a number of local PSRs, the PSR requirements have become much more involved and time consuming. Each of the prior reports has become out-of-date and need substantial additional data to qualify under current PSR guidelines. See letters from the City of Vacaville requesting Caltrans to prepare a new PSR for two interchanges in Lower Lagoon Valley to replace the earlier one prepared in 1994.

City of Vallejo has also requested Caltrans oversight for the Hiddenbrooke/American Canyon/I-80 Overcrossing. An earlier PSR was prepared in 1991.

A number of additional regional highway projects are in various planning and implementation stages in Solano County (i.e. remaining segments of the I-80/680/780 corridor study, auxiliary lanes, truck climbing lanes, I-80/680 interchange environmental documents, I-80 HOV lanes between Fairfield and Vacaville, etc.). Each of these projects will require substantial Caltrans oversight.

The Cordelia Truck Scales Study is a very high regional priority for the operation of I-80/680 interchange and significant resources will be needed from Caltrans to review and approve that report during 2002-03.

STA's current practice has been to only support new PSRs for regionally significant, SHOPP, RTIP or ITIP candidate projects. Staff believes that all three PSRs would best prepared by each of the requesting agencies with oversight only requested from Caltrans.

Staff does not recommend that Caltrans prepare any new PSRs at this time pending the completion of the Cordelia Truck Scales Study, the I-80 HOV PSR-PDS and additional segments of the I-80/680/780 Corridor Study. If an additional regionally- significant project is later identified in need of a PSR, staff would bring back that request later in the fiscal year or next year.

On March 27, 2002, the TAC confirmed the above that all three PSRs would best prepared by each of the requesting agencies with oversight only requested from Caltrans.

**Fiscal Impact:**

None

**Recommendation:**

Authorize the Executive Director to submit a letter to MTC and Caltrans to:

- 1.) Defer additional requests for any new Caltrans-prepared PSRs pending the completion of the Cordelia Truck Scales Relocation/Reconstruction Study, the I-80 HOV PSR-PDS and additional segments of the I-80/680/780 Corridor Study; and
- 2.) Request Caltrans oversight only for the Cordelia Truck Scales (STA), Lower Lagoon Valley Interchanges (City of Vacaville) and Hiddenbrooke/American Canyon/I-80 Overcrossing (City of Vallejo) with each of the project sponsors preparing the PSR documents.

Attachments

COUNCIL MEMBERS  
 DAVID A. FLEMING, Mayor  
 LEN AUGUSTINE, Vice Mayor  
 PAULINE CLANCY  
 RISCHA SLADE  
 ROB WOOD



# CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

December 27, 2001

ESTABLISHED 1850

Department of Public Works  
 Traffic Engineering Division

Sandy L. Wong, Functional Manager  
 Office of Advance Planning  
 Caltrans District 4  
 P.O. Box 23660  
 Oakland, CA 94623-0660

**SUBJECT: LOWER LAGOON VALLEY PROJECT STUDY REPORT (PSR) REQUEST**

Dear Sandy:

On behalf of the City of Vacaville, I want to thank Caltrans staff for completing the Project Study Report for the I-80/I-505 Weave Correction Project. This revised report is of great benefit in our pursuit of funding and continued work on an adjacent project in the Nut Tree Overcrossing area. Because of the excellent work on that PSR, the City of Vacaville formally requests that Caltrans update the Lower Lagoon Valley Interchange Reconstruction PSR that was originally submitted in June 1994 to Caltrans District 10 in Stockton. The PSR proposed to replace and reconstruct two interchanges at Cherry Glen Road/Lower Lagoon Valley Road and Rivera Road/Pleasant Valley Road near Pena Adobe Road, within the City of Vacaville jurisdiction.

There was a considerable amount of work, time, and money expended by the City on the PSR that was never fully approved by District 10. We are requesting Caltrans District 4 reinstate this project so we can proceed with the various approvals, reviews, and funding necessary to complete these important interchange projects.

Attached are various excerpts from the 1994 PSR and letters documenting our request for review and approvals. Please contact me if you have questions or would like a copy of the 1994 PSR.

Sincerely,



DALE PFEIFFER  
 Director of Public Works

Attachments

c: Gian Aggarwal, Christopher Bailey, Mohammed Saeed Chaudhary, Caltrans

DEPARTMENTS: Area Code (707)

:ms\pwtraffc\docs\prpsr\LLV\_reinitiate.ltr

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
-------------------------------------	---------------------------	--------------------------	-----------------------------------	--------------------------------	------------------	-------------------------------------	--------------------	--------------------------



## Dan Christians

---

**From:** Sabina Romick [sromick@ci.vallejo.ca.us]  
**Sent:** Wednesday, March 20, 2002 11:59 AM  
**To:** Dchristians@sta-snci.com  
**Cc:** Taner Aksu  
**Subject:** Hiddenbrooke/American Canyon/I-80 Overcrossing PSR

We are requesting that Caltrans provide oversight for the locally funded PSR for the Hiddenbrooke/American Canyon/I-80 Overcrossing Project.

**Project Sponsor:** Taner Aksu, Senior Civil Engineer, City of Vallejo, (707) 648-4300.

**Project Limits:** Hiddenbrooke/American Canyon/I-80 Overcrossing in Solano and Napa Counties.

**Project Description:** The consultant will prepare a traffic study and preliminary alternatives as part of Phase I. Phase II will include the refinement of the alternatives, preparation of the PSR/PR and the preparation of the Environmental Documentation.

**Project Purpose/Need:** Improve access to the new developments, reduce future congestion and improve the alignment of the streets approaching the overpass.

**Project Background:** In 1987 a Memorandum of Understanding was entered into between Napa County, the City of Vallejo and the Sky Valley Company (and its successors-in-interest) to construct the interchange improvements at the I-80/American Canyon/Hiddenbrooke interchange. This memorandum was needed to remove Napa County's opposition to the Sky Valley (Hiddenbrooke) project. In 1991 a PSR was initiated by the City of Vallejo for this interchange. In all three alternatives that were studied, it was recommended that traffic signals be installed at the eastbound and westbound off-ramps, that the frontage road (McGary Road south of the interchange and the private roadway north of the interchange) be realigned. Due to the amount of time that has passed and the fact that substantial land use changes have occurred in the Hiddenbrooke development, in the City of American Canyon and in the vicinity of the interchange, a new PSR is needed in order to reassess the need, type and timing of the improvements at this interchange.

**Project Programming:** It is in the TIP - number SOL990018 01-00. This project will be funded entirely with local funds.

**Project Costs:** PSR will determine the expected costs, however prior estimates put it at \$8.3M.

**Project Schedule:** We are in the process of signing a contract for Phase I (preliminary alternatives). We expect that work to be completed by early August 2002. The Phase II (PSR and Environmental documentation) work should be completed in early 2003. The design would be completed by the end of 2003 or early 2004. Construction schedule will be determined based on the PSR.

**PID Preparation:** We are requesting oversight only.



DATE: April 3, 2002  
TO: STA Board  
FROM: Nancy Whelan, Nancy Whelan Consulting  
RE: Fairfield/Suisun Transit STAF Request  
for CNG Bus Conversion

**Background:**

Fairfield/Suisun Transit operates Route 30 for the STA using two buses. Fairfield/Suisun Transit (FST) is proposing to convert the engines of two existing buses from diesel to Compressed Natural Gas (CNG). FST would also need to expand the capacity of the proposed "fuel maker" CNG fueling station.

**Discussion:**

As presented in the attached request and spreadsheet, an additional \$271,000 is needed to convert the engines of two FST buses used to operate Route 30.

**Recommendation:**

Approve an allocation of \$271,000 of State Transit Assistance Fund (STAF) to convert two buses used for Route 30 service from diesel to Compressed Natural Gas (CNG) and increase the size of the CNG fueling station.

Attachment

## Route 30 CNG Vehicle Conversions/Fueling Facility

	Estimated		
	<u>Cost</u>	<u>Revenue</u>	<u>Net</u>
<b>Convert Existing Gilligs to CNG</b>			
Bus #1	\$269,179	\$375,000	\$105,821
Bus #2	\$269,179	\$0	-\$269,179
<b>Subtotal</b>	<b>\$538,359</b>	<b>\$375,000</b>	<b>-\$163,359</b>
<b>Develop CNG Fuel Island</b>			
Fuel Maker	\$75,000	\$75,000	\$0
Storage Tank System	\$107,760	\$0	-\$107,760
<b>Subtotal</b>	<b>\$182,760</b>	<b>\$75,000</b>	<b>-\$107,760</b>
<b>Total Cost of Project</b>	<b>\$721,119</b>		
<b>Total Revenue</b>		<b>\$450,000</b>	
<b>Net Cost</b> (additional revenue needed)			<b>-\$271,119</b>

**Notes:**

(1) STAF allocation of \$375K previously approved by STA board.

(2) BAAQMD AB 434 funding of \$75K approved for use by STA.

**MEMORANDUM**

**March 18, 2002**

**TO:** Daryl Halls, STA

**FROM:** Kevin S. Daughton, City of Fairfield  
(707-428-7641/FAX 426-3298/kdaughton@ci.fairfield.ca.us)

**SUBJ:** Route 30 CNG Buses

**Recommendation:** Request STA Board to approve an allocation of \$271,000 of State Transit Assistance population funds to convert two buses used for Route 30 service, from diesel to Compressed Natural Gas (CNG), and increase the size of the CNG fueling station.

Fairfield/Suisun Transit Route 30 is currently provided using two 40-foot diesel powered buses. Although we have attempted to acquire one new CNG powered bus, our efforts have been constrained by the fact that most new purchase buses, that are also CNG fueled, are "low floor" equipment. Both of the largest bus systems (New York and Los Angeles) in the United States have adopted a program of buying mostly low floor buses for local service. Attempting to place a single bus order in the manufacturing line is not attractive to the bus manufacturers.

Therefore, we are proposing to convert the engines of the two existing buses, from diesel to CNG. Along with this conversion, we would also need to expand the capacity of the proposed "fuel maker" CNG fueling station. The STA has already committed a total of \$450,000 (\$375K STAF & \$75K BAAQMD) for the purchase of a bus and slow fill fueling station. The net cost to rehabilitate both buses, extend their expected life by 10 years, convert them to CNG, and expand the "fuel maker" approximates an additional \$271,000.

Attached is a spreadsheet that outlines the project cost, and existing and additional revenues.

**Notes:**

1. Current buses are 40 foot standard-floor vehicles purchased with 100% Fairfield TDA.
2. The STA's original arrangement with the YSAQMD was for one bus and a CNG bus operated every other day. This proposal calls for two buses and a CNG bus to be in service every day.
3. Existing STA owned Solano Paratransit buses now have to fuel in Vacaville; added fueling capacity is needed to operate all CNG units everyday.
4. Actions will indicate willingness of Solano to pursue alternative fuel program.
5. CARB is slowly eliminating "loopholes" for public transit systems; will be forced to alternatives.
6. Fairfield is interested in developing a new combined transit vehicle maintenance bay with Vacaville, which would assume the use of CNG as the primary fuel.

Cc: Charles Beck  
Raymond Chong



DATE: April 3, 2002  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: 2002/03 TFCA Program Manager Funds

**Background:**

The TFCA is funded by a \$4.00 per vehicle surcharge on motor vehicles registered in the Bay Area, which generates approximately \$20 million per year in TFCA revenue. Forty percent of TFCA revenues are distributed through Program Managers in each of the nine Bay Area counties. The Solano Transportation Authority is the Program Manager for Solano County and expects approximately \$519,182 of combined new and unallocated TFCA funding for FY 2002-2003 clean air projects.

**Discussion:**

The STA issued a call for TFCA projects in early January 2002 and received nine requests from various agencies, including project requests from the STA and its SNCI program, for a total of \$616,800 (\$97,618 over the anticipated TFCA funding amount). Attached is a spreadsheet summarizing the BAAQMD TFCA 40% Program Manager Fund STA staff recommendations for FY 2002/03. Staff believes that these are all eligible activities per the TFCA Guidelines; however, the BAAQMD Board of Directors makes the final determination on eligibility and the dollar amounts allowed for each project.

The STA will need to complete the TFCA 40% Program Manager Funds application with a resolution from the STA Board recommending clean air projects to the BAAQMD by the April 30, 2002 deadline.

**Fiscal Impact:**

No impact on the STA Budget. These grants are funded entirely by the BAAQMD.

**Recommendation:**

Adopt a resolution approving the proposed list of projects for the FY 2002-03 Solano Transportation Fund for Clean Air Program.

Attachment

## 2002/03 BAAQMD TFCA 40% Program Manager Fund Recommendations

Sponsor	Project	Project Descriptions	Total Project Cost	Matching funds	Source	Request	Recommendation	Contact
STA	Route 30	Route 30 is a primary shuttle bus service along I-80 connecting the cities of Fairfield, Vacaville, Dixon, and Davis.	\$139,000	\$40,000	YSAQMD	\$ 28,800	\$ 28,800.00	Dan Christians (707) 424-6075
				\$17,200	Fares			
				\$55,000	TDA shares			
				\$112,200	Total Matching funds			
Fairfield-Suisun Transit	Electric Vehicle Charger	Installation of four inductive and four conductive electric vehicle public charging stations at the Fairfield Transportation Center.	\$25,000	\$0		\$ 25,000	\$ 25,000.00	Kevin Daughton (707) 428-7641
Solano College	Electric Vehicle Charger	Installation of one inductive and conductive electric vehicle public charging stations at Solano College.	\$22,000	\$7,000	Charge Program	\$ 15,000	\$ 15,000.00	Ray Ogden (707) 864-7196
Kaiser Permanente Medical Offices- Fairfield	Electric Vehicle Charger	Installation of one inductive and conductive electric vehicle public charging stations at Kaiser Permanente in Fairfield.	\$22,000	\$7,000	Charge Program	\$ 15,000	\$ 15,000.00	Linda Hofman (707) 427-4313
Kaiser Permanente Medical Offices- Vallejo	Electric Vehicle Charger	Installation of one inductive and conductive electric vehicle public charging stations at Kaiser Permanente in Vallejo.	\$22,000	\$7,000	Charge Program	\$ 15,000	\$ 15,000.00	Linda Hofman (707) 427-4313
City of Fairfield	Transit Bus Traffic Signal Prioritization	Installation of a transit priority control system (signal preemption) for Fairfield/Suisun Transit on the Texas St. and Travis Blvd. Corridors. It will improve flow with transit buses in the primary arterials with Fairfield Transportation Center and Fairfield/Suisun Transit Central Transfer Center.	\$870,000	\$560,000	FTA	\$ 152,927	\$ 152,927.00	Raymond Chong (707) 428-7641
				\$140,000	TDA			
				\$20,000	Local			
				\$720,000	Total Matching funds			
STA/SNCI	Ridesharing	Implement local ridesharing program including vanpool, carpool and bicycling incentives and guaranteed return trip program; distribute and provide information on transit services; and prepare BikeLinks map.	\$642,000	\$10,000	YSAQMD Clean Air Funds	\$ 270,000	\$ 270,000.00	Elizabeth Richards (707) 427-5109
City of Fairfield	Fairfield Linear Park	Class I bikeway along an extension of the Linear Park Trail between Union Avenue and North Texas Street to the Linear Park Arch	\$225,000	\$125,000	City	\$ 100,000	\$ 100,000.00	Raymond Chong (707) 428-7641
<b>Total</b>						\$ 619,727	\$ 519,427	

\$ 619,727 Total Requests

Estimated Balance for FY 02/03 DMV Revenues	\$ 519,427	Funds Available
---	------------	-----------------

**RESOLUTION 2002-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING AN APPLICATION FOR TRANSPORTATION FUND FOR  
CLEAN AIR TO THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
FOR FY 2002-03**

**WHEREAS**, applications have been made for the FY 2002-03 funding cycle for the Solano Transportation Fund for Clean Air Program, including requests from STA's Solano-Napa Commuter Information, the City of Fairfield, Kaiser Permanente Medical Offices, Solano College, and the STA for Route 30; and

**WHEREAS**, the STA Technical Advisory Committee reviewed the proposed projects; and

**WHEREAS**, all TFCA revenue is required to reduce air pollution from motor vehicles; and

**WHEREAS**, the projects are consistent with the eligible categories and policies contained in BAAQMD's and STA's TFCA guidelines for 2002-03; and

**WHEREAS**, the proposed projects support air quality objectives and will reduce air emissions; and

**NOW, THEREFORE, BE IT RESOLVED** the Solano Transportation Authority hereby authorizes the Executive Director to submit the attached list of recommended proposals to BAAQMD for the Transportation Fund for Clean Air Program for FY 2002-03.

\_\_\_\_\_  
John Silva  
Chair  
Solano Board of Supervisors, District 2

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed and adopted by said STA at a regular meeting thereof held this 10th day of April, 2002.

\_\_\_\_\_  
Daryl K. Halls  
Executive Director



DATE: April 3, 2002  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director for Planning  
RE: Support for Solano County Regional TLC Projects

**Background:**

Each year the Metropolitan Transportation Commission issues a call for projects for the Transportation for Livable Communities (TLC) program for planning and capital grants to local agencies to assist them in planning and developing community-oriented transportation projects. Eligible TLC projects include streetscape improvements and transit-, pedestrian-, and bicycle-oriented developments. Recently, MTC issued a call for capital projects for the TLC program with an approximate total of \$9 million available for the Bay Area. This is a very competitive regional program and usually only one significant project (i.e. \$1.0 million or less) is approved for each of the nine Bay Area counties in each funding cycle. In previous TLC cycles, regional capital applications have been approved for Suisun City's Main Street (Phase 1), Rio Vista Main Street and the Georgia Street Extension project in Vallejo.

**Discussion:**

At the last TAC meeting, members reviewed and discussed copies of TLC proposals submitted by Fairfield and Suisun, and were informed that the City of Vacaville was also submitting a TLC application. In addition, the City of Vallejo indicated at the SolanoLinks Transit Consortium that they were considering submitting a TLC application for the Sereno Bus Transfer facility.

The City of Fairfield is requesting \$1.0 million to develop the pedestrian, bicycle and transit facilities at the Fairfield/Vacaville Train Station and the City of Suisun City is requesting \$1.18 million to enhance downtown Main St. (Phase 2) and Driftwood Drive with pedestrian and streetscape improvements. These projects are both depicted in the Alternative Modes Element.

The TAC recommended support for the proposals submitted by Fairfield and Suisun City, and gave discretion to the STA Executive Director for a recommendation on Vacaville's proposal upon completion and review by STA staff. Staff is currently reviewing the City of Vacaville's TLC application and is aware that the proposed project was not submitted for the Alternative Modes Element of the Solano Comprehensive Plan. Also, no application was received by the STA from Vallejo for the Sereno Bus Transfer facility.

Therefore, staff recommends that the STA Board support the cities of Fairfield and Suisun City TLC applications. Attached are letters of recommendation for both cities.

**Fiscal Impact:**

None

**Recommendation:**

Authorize the Chair to sign letters of support to MTC for 2002 Transportation for Livable Communities (TLC) capital applications submitted by the City of Fairfield for the Fairfield/Vacaville Train Station and City of Fairfield for the Main Street (Phase 2)/Driftwood Drive streetscape projects

Attachments

April 10, 2002

Mr. Steve Hemminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

RE: Support for the City of Fairfield's TLC Application for the Fairfield/Vacaville  
Train Station

Dear Mr. Hemminger:

The Solano Transportation Authority supports the City of Fairfield's TLC application for the Fairfield/Vacaville Train Station project. This project is an important countywide project that is co-sponsored by the City of Vacaville and the STA. The proposed train station is a model TLC project because it will include a bus transfer facility, a park and ride lot, landscaping, bikeway, and pedestrian pathway adjacent to planned residential, commercial, and major employer areas.

The Fairfield/Vacaville Train Station is one of Solano County's priority projects and is a critical component of the 2001 TLC sponsored Jepson Parkway Plan. We appreciate your consideration for this application. If you have any questions, please contact Daryl Halls, Executive Director at 707.424.6075.

Sincerely,

John Silva, Chair  
Solano Transportation Authority

Cc: Raymond Chong, City of Fairfield  
Kevin Daughton, City of Fairfield

April 3, 2002

Mr. Steve Hemminger, Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

RE: Support for the City of Suisun City's TLC Application for Main Street (Phase 2)  
and Driftwood Drive Pedestrian Corridor Improvement Projects

Dear Mr. Hemminger:

The Solano Transportation Authority supports the City of Suisun City's TLC application for pedestrian streetscape improvements in downtown Suisun City, along Main Street to State Route Highway 12 and the Suisun/Fairfield Train Station and the Driftwood Drive Pedestrian Corridor Improvement Projects. These projects will enhance and promote TLC-type development by improving sidewalks with traffic calming structures, additional landscaping, and lighting improvements with public seating areas.

The projects will benefit the historic commercial and residential areas surrounding the downtown area and will encourage greater interest in alternative modes of transportation by offering improve amenities and enhancements near the Suisun City Train Station, Main St. Park and Ride lot and bus facilities.

We appreciate your consideration for this application. If you have any questions, please contact Daryl Halls, Executive Director at 707.424.6075.

Sincerely,

John Silva, Chair  
Solano Transportation Authority

Cc: Mike Duncan, Suisun City Public Works Director  
Barry Munowitch, Suisun City Community Development Director



DATE: April 3, 2002  
TO: STA Board  
FROM: Janice Sells, Program Manager/Analyst  
RE: Contract amendments for Lobbyist  
The Ferguson Group

**Background:**

In March 2001, the STA Board of Directors authorized the Executive Director to enter into an agreement with The Ferguson Group to provide federal advocacy services for specific projects. This agreement was in partnership with the cities of Fairfield, Vacaville and Vallejo and was focused on projects proposed for federal funding as follows:

- I-80/I-680 Interchange
- Jepson Parkway
- Vallejo Intermodal Station

**Discussion:**

The STA and the cities of Fairfield, Vacaville and Vallejo propose to extend the federal advocacy service as provided by The Ferguson Group under the current terms of \$6,000 (\$1,500 each agency) per month or a total of \$72,000 per year. The duration of this agreement would be from April 1, 2002 to March 31, 2003. STA staff also recommends that the **Fairfield/Vacaville Intermodal Facility** be added to the projects to be included in the Scope of Work for the Ferguson Group.

**Fiscal Impact:**

If approved, this contract will cost the STA \$18,000 and be funded as part of the STA's Operational budgets for 2001/02 and 2002/03.

**Recommendation:**

Authorize the Executive Director to enter into Amendment No.1 with the Ferguson Group for Federal Lobbyist service in partnership with the cities of Fairfield, Vacaville, and Vallejo for \$6,000 (\$1,500 each agency) per month or a total of \$72,000 per year.



**Solano Transportation Authority  
City of Fairfield  
City of Vacaville  
City of Vallejo**

**Proposed Scope of Work  
March 2002 – March 2003**

---

**February 21, 2002**

---

# Table of Contents

---

- A. Scope of Services – Generally.**
  - B. Scope of Services – Tasks and Work Product.**
  - C. Project Team.**
  - D. Agreement Terms – Professional Services and Expenses.**
-

The Ferguson Group is pleased to present for consideration this proposed scope of work for federal advocacy services to the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo ("the Clients" hereafter). We are happy to discuss the scope of work to ensure our efforts meet the needs of the Clients.

Please note that some of the work outlined in this scope is currently underway. We are including information regarding ongoing efforts for purposes of completeness.

## **A. Scope of Services – Generally.**

**The Clients Needs.** The Ferguson Group understands that our federal advocacy services will continue to focus on the following projects proposed for funding under the reauthorization of TEA-21 ("T3"), scheduled to occur in 2003:

- 80/680 Interchange;
- Jepson Parkway;
- Baylink Intermodal Facility; and
- Fairfield / Vacaville Intermodal Facility.

In addition, it is our understanding that federal advocacy services will include Fiscal Year 2003 appropriations efforts on some or all of these projects. Services will also include monitoring transportation legislation that may directly or indirectly affect the Clients, and advising the Clients regarding supporting or opposing such legislation.

**Working with Legislative and Administration Offices.** A key component of our efforts is to consistently provide reliable and useful information to elected officials and staff at the federal level. Over years of working with Congress and Administration officials and offices, The Ferguson Group has developed strong working relationships – based on trust and reliance – with key legislators, Administration officials and staff. The Ferguson Group's ongoing dialogue with Northern California's congressional delegation provides an extraordinarily valuable benefit to the Clients from the outset. In addition, Capitol Hill is often an unstable work environment, and The Ferguson Group adapts quickly to changes in office holders, committee membership, and congressional staff to help secure continuity in support for projects.

The Ferguson Group will maintain continuous contact with the Northern California congressional delegation to keep those offices focused on the Clients' agenda. We will also enhance the Clients' relationship with the Administration, congressional leadership, and congressional committee staff. We have strong working relationships with House and Senate committee leaders from both parties, and we maintain key contacts within the White House and federal agencies that have proven beneficial to our clients and their agendas.

**Coordinating Lobbying Trips.** The Ferguson Group is already working closely with the Clients to develop a specific plan for face-to-face lobbying activities between the Clients, elected officials and staff and appropriate Members of Congress, Senators, and congressional staff. In addition to area representatives, The Ferguson Group will target and schedule meetings with key

Members and staff of germane congressional committees (if advisable), as well as appropriate House and Senate leadership Members and staff.

**Team Approach.** The Ferguson Group utilizes a team approach to bring our client's expertise to bear on all projects. While The Ferguson Group will promote the Clients' interests on a regular basis with Members of Congress, Senators, and key staff, we also anticipate advising and assisting the Clients in direct communications with legislators, congressional staff, and federal administrative agency officials.

**Summary of Regular Activities.** The Ferguson Group will continue to regularly undertake the following activities on behalf of the Clients in Calendar Year 2002 (please note that many of these activities are already underway):

- Assist in the preparation of funding requests to Congress and the federal agencies.
- Act as liaison with the California congressional delegation, as well as facilitate meetings and communications with other key Members of Congress, Senators, and staff.
- Act as liaison with federal agency officials and staff.
- Prepare briefing sheets, talking points, and other materials needed for meetings with congressional offices and the Administration.
- Draft testimony for congressional hearings.
- Prepare support letters, letters of request for assistance, and all other support materials needed to ensure the success of goals and objectives.
- Review and report on all pertinent, pending legislation and regulations, including all pre-legislative session committee meetings, hearings, and conferences.
- Attend relevant industry meetings in Washington.

**Progress Reports.** The Ferguson Group will provide regular progress reports to the Clients specifically tailored to the status of the Clients' projects. The Ferguson Group will also regularly provide legislative updates focusing on transportation.

**Reporting Requirements and Filings.** The Ferguson Group prepares and files all necessary reporting and disclosure documents as required under federal law.

## **B. Scope of Services – Tasks and Work Product.**

The Ferguson Group will assist the Clients in all matters of interest to the Clients pertaining to the federal funding for the four projects identified *supra*. We will also advise the Clients regarding germane legislative, regulatory, and other administrative matters not directly related to

federal funding. The milestones and pace of our efforts are driven by the T3 reauthorization process, the Fiscal Year 2003 congressional budget process, and other legislation related to federal spending. Our strategy to achieve the Clients' objectives consists of two main components:

- Project development; and
- Project advocacy.

Both components are essential to success and must be carried out fully. If a good project lacks proper advocacy, it is likely to be pushed aside during the budget process and left without funding. Similarly, a flawed project usually will not withstand the tests of the congressional appropriations notwithstanding a comprehensive advocacy effort. The Ferguson Group will work with the Clients to ensure that project development and advocacy are efficient, effective, and result in putting projects in the best possible position to receive federal funding.

**Project Development.** Our approach to project development is based on formulating and prioritizing requests for federal funding which:

- address important needs and goals as established by the Clients;
- meet any and all formal or informal criteria for federal funding as established by Congress or administrative agencies; and
- fit the needs and philosophies of the Clients' congressional delegation and are likely to be successfully supported and promoted by the delegation.

Much of our project development work is already complete. Last year, we assisted the Clients in identifying and developing our three initial projects based on the criteria outlined *supra*. We will continue to work with the Clients to fine-tune our project requests for the three original priority projects, and we will also continue to assist the Clients with developing the Fairfield / Vacaville Intermodal Facility project.

The following points present project development tasks in approximate chronological order. We note again that project development is ongoing, and some of the tasks and work product set forth below are already complete.

**Task 1: Research and Identify Federal Funding Opportunities (Jan - Feb 02).** The Ferguson Group (TFG) reviews and identifies federal funding opportunities – both actual and potential – as presented by T3 and appropriations legislation. This research allows us to efficiently assess the likelihood of funding for projects in the early phases of specific project development. In addition to reviewing legislation and administration publications, TFG maintains communications with key Members of Congress, congressional staff, and Administration officials and staff regarding funding opportunities and trends. This task is already well underway.

- Work product: research and develop funding opportunity information for meetings with the Clients, communications with congressional and Administration contacts regarding funding opportunities and trends, especially those related to T3.

**Task 2: Initial Congressional Delegation Review (Jan - Feb 02).** TFG will continue to discuss the proposed project agenda on an informal basis with key congressional representatives to secure initial support or identify challenges associated with particular projects. The Ferguson Group met in December and January with staffers to Sen. Feinstein, Rep. Tauscher, and Rep. Miller to discuss our projects and the Members' interests and priorities.

- Work product: briefing materials for congressional meetings.

**Task 3: Finalize Project Agenda, Descriptions, & Project Submission (Jan – Mar 02).** The Ferguson Group continues to work with the Clients to develop and refine our project requests. TFG will continue to discuss congressional comments on our project agenda.

TFG will work with the Clients to finalize project descriptions and supporting materials for project submission – including subcommittee and Member questionnaires – for both FY 03 appropriations and T3 reauthorization. TFG will draft correspondence to congressional offices requesting support for projects. TFG will coordinate communications with congressional offices and confirm submission of project requests in advance of congressional deadlines. TFG also provides to congressional offices, whenever possible, draft correspondence for the use of congressional offices.

- Work product: project descriptions, supporting materials, congressional correspondence and other communications.

**Project Advocacy.** Our approach to project advocacy is based on the following two precepts:

- Our clients are the best advocates for our projects; and
- The more we ease burdens on congressional offices, the more success we realize.

With the foregoing in mind, the project advocacy component and phase of our strategy includes the tasks outlined below.

**Task 4: Project Submission and Initial Support (Feb – Mar 02).** This task overlaps with Task 3 of the project development phase. While ensuring project submission deadlines are met by the Client as well as by the congressional offices, TFG advocates on behalf of the Client for early congressional support for the Clients' project agenda – both the appropriations side and the T3 side. TFG supports congressional staff with project descriptions and draft correspondence to appropriations committees in support of funding requests. TFG drafts correspondence from the Client requesting project support and provides project background memoranda to congressional staff. TFG meets with congressional staff to ensure project submission and support. TFG is also available to work with the Clients' public relations officers to develop local and regional support for project requests. When appropriate, TFG also coordinates communications with the Office

of Management and Budget to facilitate consideration of project support in the President's budget request.

- Work product: communications with congressional offices, draft Client correspondence, draft congressional correspondence, congressional memoranda, any and all project support material required or requested by congressional committees, communications with Clients' public relations officer regarding local and regional support for projects, communications with OMB regarding President's budget request.

**Task 5: Client Advocacy (Mar – Apr 02).** TFG will continue to provide full advocacy support to the Clients, including but not limited to meeting scheduling, briefing materials and talking points for meetings, meeting attendance and participation, and travel assistance. TFG staff will continue to accompany the Clients to meetings in Washington and California, and follows up on action items resulting from meetings, including letters of appreciation. TFG will also advise the Clients regarding additional communications at key points throughout the reauthorization and appropriations processes, and provides draft correspondence, contact information, and talking points to the Clients. In addition, TFG will draft and submit congressional testimony on behalf of the Clients in support of all funding requests. TFG will also advise the Clients regarding building and maintaining a strong working relationship with congressional offices, and as appropriate, with Administration officials and staff.

- Work product: meeting schedules, briefing materials, talking points, draft correspondence, communications with the Clients, congressional testimony, assistance with accommodations.

**Task 6: TFG Advocacy (Jan 02 – Mar 03).** Throughout the T3 reauthorization process and the FY 03 budget process, TFG will regularly communicate with Members of Congress, their staff, and key committee staffers in support of the Clients' funding requests. TFG will meet and communicate regularly with congressional offices. TFG will provide full support to congressional offices, including support letters to authorizing committees, appropriations committees, talking points for Member and staff meetings, memoranda regarding project and budget status, draft congressional testimony, and other communications as requested by congressional offices. TFG will track legislation of interest to the Clients, including appropriations and other legislation, and will report key developments in the legislative process to the Clients. TFG staff will continue to attend relevant committee hearings and markups and will provide updates to the Clients.

- Work product: communications with congressional representatives, draft correspondence, support materials, memoranda for congressional offices regarding project status, and other support as requested and needed by congressional offices, attend congressional hearings.

**Task 7: Client Communications (Ongoing).** The Ferguson Group's presence in Northern California has always promoted open and easy communications between our team and the Clients. TFG will continue to be fully accessible to the Clients, providing regular written reports regarding project status, being available for meetings in Solano County and elsewhere in Northern California as necessary, and being available via telephone and email to answer questions and respond to other inquiries and requests from the Clients. In addition to meetings

with the Clients, TFG is available to attend other meetings in Northern California of interest to the Clients, including joint powers authority meetings, advisory board meetings, and other meetings. TFG personnel is also available to the Clients at anytime to check and track the status of any legislation or regulatory activity at the federal level, as well as to advise the Clients regarding any potential impact of the matter on the Clients. In addition, TFG would track local and regional news affecting the projects and the Clients, and draws germane issues and opportunities to the attention of Clients.

- Work product: meetings in Solano County and Northern California, written status reports, other communications as necessary, meetings with other relevant entities, respond to information requests from the Clients, monitor local and regional news.

**Task 8: Outcomes and Project Assessment (Sept 02 – Mar 03).** Upon final determinations by Congress or agencies, TFG reports results to the Clients immediately upon information availability, and provides copies of relevant legislation, congressional reports, and other documents when made available to TFG or the public. TFG debriefs congressional offices regarding project results and reports findings to the Clients. TFG also provides outcomes assessments, assisting TFG and the Clients in formulating the Clients' federal agenda for the next cycle. TFG also provides draft letters of appreciation as appropriate.

Work product: communications regarding results and assessment of federal agenda, debriefing congressional offices regarding outcomes.

## **C. Project Team.**

The Ferguson Group is composed of professional lobbyists who have spent the majority of their professional careers working in congressional offices and as federal lobbyists. In addition to the Principal managing the client's projects and issues, our firm makes available the expertise and resources of all of our professionals and tailors our efforts to best meet the demands of a specific project.

Our project team will remain in place as we move forward, ensuring continuity of representation and continued expansion of our "institutional knowledge" of each project.

- **Michael Miller, Partner – Napa, California**

Michael represents local and regional governments, specializing in appropriations law and process. Michael focuses on transportation, economic development, and water resources. Michael is former Counsel to Congressman Robert T. Matsui (D-CA) in Washington, where he focused on transportation authorizations and appropriations, as well as other regional issues and projects. He received his B.A. with High Honors in Political Science from the University of California. He received his J.D. from the College of William and Mary in Virginia, and his LL.M (Master of Laws) from the University of the Pacific. Michael is a member of the State Bar of California.

- **Charmayne M. C. Macon, Principal – Washington, D.C.**

Charmayne represents municipal governments on transportation, economic development, telecommunications, and social services issues and projects. Prior to coming to The Ferguson Group, Charmayne was legislative assistant to James F. McConnell, Esq., where she worked as a liaison between Orange County, California, the Orange County Transit Authority, the U.S. Congress, federal government agencies, and public and private interest groups. Charmayne is a former intern with the House Government Operations Committee where she worked on immigration issues. Charmayne received B.A. in Government and Politics and M.P.A. with a concentration in Policy from George Mason University, Virginia.

- **Leslie C. Waters, Partner – Washington, D.C.**

Leslie represents municipal governments and transportation authorities and focuses on strategies for authorization and appropriations for transportation projects. Leslie is former Legislative Assistant to Congressman E. Clay Shaw, Jr. (R-FL), where she focused on transportation and commerce issues and projects. Leslie received her B.S. in Business from the University of Alabama, and her MBA in Marketing, *summa cum laude*, from The American University in Washington, D.C.

- **William Hanka, Principal – Washington, D.C.**

Mr. Hanka represents client interests in securing federal funding and regulatory relief, especially for transportation-related matters. He is formerly of counsel to the firm of Baker, Donelson, Bearman & Caldwell in Washington, D.C., where he advised public and private clients on a variety of issues, including utility deregulation, transportation and land use projects, workplace issues, and environmental regulations. He is a former legislative director to U.S. Representative George R. Nethercutt, Jr. (R-WA), where he specialized in appropriations, natural resources, military base closure, and agriculture issues. He is a former deputy director of legislative affairs for Vice President Dan Quayle, where he worked closely with Members of Congress and their staff to implement the Administration's legislative agenda. He is a former assistant to the minority counsel of the U.S. Senate Labor Subcommittee. He received a B.A. from Purdue University and a J.D. from Catholic University.

- **Kristi Arcularius, Associate – Napa, California**

Kristi focuses on transportation, water, economic development, and environmental policy and appropriations issues. Kristi is a former staff assistant for California Assemblyman Jim Battin, and was an intern for District of Columbia Office of the Corporation Counsel, concentrating on legal and legislative issues concerning the abuse and neglect of children and the elderly. Kristi is also a former intern for California Cattlemen's Association, focusing at the state and federal level on land, water, and air quality issues. Kristi received her B.A. in Political Science from the University of California at Davis.

## **D. Agreement Terms – Professional Services and Expenses.**

The Ferguson Group proposes to represent the Clients under our existing agreement terms.

Once again, The Ferguson Group is pleased to have the opportunity to present this proposal to the Solano Transportation Authority. Please feel free to contact Mike Miller at (707) 254-8400 with any questions or comments regarding this Proposal. Thank you.



DATE: April 3, 2002  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Contract Amendment 2 for Transit and Funding Consultants,  
Nancy Whelan Consulting

**Background:**

On July 10, 2001, the STA Board approved two separate consultant contracts for Project Management/Funding and Transit Funding consultants. Both consultant contracts were issued to provide consultant assistance to replace the vacant Deputy Director for Projects following the departure of John Harris from the STA on July 12, 2001. In late July, Dale Dennis, the Project Delivery Management Group, was selected to serve as Project Management/Funding Consultant. Nancy Whelan, Nancy Whelan Consulting, was selected to serve as the Transit Funding Consultant. Both consultants have provided a high level of expertise and are successfully achieving the specific tasks outlined in their respective scopes of work. An amendment No. 1 to the Nancy Whelan Consulting contract was approved by the STA Board on November 14, 2001 for a six month period ending on April 8, 2002

A preferred candidate for STA's Director of Projects (formally Deputy Director for Projects) has been selected and it is anticipated that this position will be filled in mid May 2002.

**Discussion:**

Currently, the Transit Funding Consultant, Nancy Whelan, has been serving in the dual role of monitoring and managing the STA's transit contracts (Route 30 and Solano Paratransit) and transit funding and coordination (TDA claims, Unmet Transit Needs process and STAF funds), and assisting in the development of the STA's 2002/03 and 2003/04 budget. She has done an outstanding job in performing these tasks and these are vital functions that the STA needs to continue to perform.

Attached is a copy of the recommended scope of work for a second amendment to her contract. Staff is recommending this contract amendment be extended until December 31, 2002 for a not to exceed amount of \$30,000. These funds are available in the STA's 2001/02 and 2002/03 Operating Budget utilizing TDA funds.

**Fiscal Impact:**

The estimated fiscal impact for the contract is \$30,000 and will be covered by TDA funds available as part of the STA's 2001/02 and 2002/03 Operating Budget.

**Recommendation:**

Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Management/Funding Consultant services for an amount not to exceed \$30,000 for a nine-month period extending to December 31, 2002.

Attachment

**SCOPE OF SERVICES**  
**For Nancy Whelan Consulting**

**STA Transit Coordination and Budget Consulting Services**

1. Prepare quarterly budget reports for FY 02/03.
2. Update FY 02 budget and Format.
3. Complete FY 02/03 and FY 03/04 budget.
4. Submit revised FY 02 TDA/STAF claim.
5. Complete long-term Solano Paratransit contract.
6. Complete Transit funding agreements and TDA and STAF funding matrix for FY 03.



DATE: April 3, 2002  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director for Planning  
RE: Multi-Modal Travel Demand Model  
Consultant Selection

**Background:**

On October 10, 2001, the STA Board authorized release of an RFP to develop a new multi-regional, multi-modal travel demand model. The new model is intended to be used for long term modeling needs of the STA and Member Agencies including Segments 2,3,4 and 5 of the I-80/680/780 Corridor Study, the environmental impact study for the I-80/680 interchange and future transit, HOV and rail studies.

**Discussion:**

With consensus reached by the TAC's Modeling Subcommittee, TP+ software was selected for development of the new model and staff released an RFP in mid-February. Four proposals were been received from the following firms:

DKS Associates  
Korve Engineering  
Wilbur Smith Associates  
Cambridge Systematics

On March 22 and 25, the TAC's Modeling Subcommittee interviewed all four firms and recommended DKS Associates be selected to prepare the STA's new Multi-Modal Travel Demand Model. On March 27, the full TAC confirmed the subcommittee's recommendation and forwarded a recommendation to the STA board to select DKS Associates.

Attached is a revised Scope of Work describing the work that will be conducted under this contract.

**Fiscal Impact:**

The \$400,000 budget for the entire model development has been approved in the revised 2001-02 STA budget using STIP/STP swapped funds. The primary modeling consultant contract will include a maximum of \$350,000. \$25,000 has also been set aside for an economic analysis of projected land uses and \$25,000 for purchase of new modeling software. There will be no direct impact on the STA's general fund.

**Recommendation:**

Authorize the Executive Director to finalize a scope of work and enter into a contract with DKS Associates to prepare a new Multi-Modal Travel Demand Model for an amount not to exceed \$350,000.

Attachment

## HIGHLIGHTS OF THE DKS TEAM APPROACH

**Model Strategy.** In the first eight weeks of the project, the DKS team will work with the key staff from local agencies to refine the model development approach to meet the needs of the local agencies as well as to recognize the usefulness of upcoming census and survey data. This effort includes a model-design “charette” (or workshop) for key local agency staff and consultant team modelers where we will discuss and decide how to approach many different forecasting issues.

**Model Set-Up.** In the next twelve weeks of the project, the DKS team will be working with the key local agency staff to refine the model networks, traffic analysis zone (TAZ) structure and land use data sets to be used in the model update. In this process, the team will use aerial photographs of the two counties and GIS files to make sure that the roadway alignments match actual conditions. The team will use the local model networks and traffic zones in Napa and Solano Counties as a starting point for the new model networks.

Where appropriate, DKS will recommend splitting analysis zones in Napa and Solano Counties. Zone splits will mostly be recommended in areas where current traffic analysis zones are either too large in area or are producing too many trips for use in a model network of this detail. All zone splits will be presented to the Modeling Committee for consideration before they are implemented.

The DKS team will use current link coding (speeds, capacities, and lanes) from the existing local models where possible. In addition, The DKS team will review results from available operational studies in key study areas to determine if there are other factors that affect free-flow traffic speeds or effective land capacities.

The DKS team will provide a “super-regional” network to represent other surrounding counties and commute sheds through the use of the MTC, SACOG and SJCOG models. Based on the recommendations that come from the Model Strategy stage of the project, zones and network will be added, and available zonal data will be prepared.

The DKS team will assemble a variety of survey and traffic count data for use in model development efforts. This will include information scheduled for release this year from the U.S. Census Bureau and from recent regional travel surveys conducted by MTC and Caltrans. DKS will collect additional survey data to fill in count gaps and address special generators.

**Phase 1 Highway Model Development.** During this next stage, anticipated to require the subsequent twenty weeks, the DKS team will calibrate the new model to reflect the observed travel behavior for Napa and Solano Counties. At each step in the model calibration process, we will test the individual modules in the new model to make sure that each is accurately reflecting the conditions that it should. The models will be developed in the Cube/TP+ software.

Special attention will be given to the development of trip generation methods so that locally developed trip generation methods based on land-use measures (such as “floor area”) can be used rather than the “employment” measures used by the regional models. Conversion factors will be developed to allow comparisons between the land-use measures and the employment measures so that any inconsistencies in future growth assumptions can be identified and reconciled.

As with any focused or sub-area model, trip distribution will be a major area of emphasis in the calibration process. The DKS team will pay particular attention to the travel times estimated between traffic analysis zones because this affects the ability of the model to accurately estimate the number of trips between different areas.

Development of the mode choice, transit ridership and vehicle occupancy prediction capabilities of the model will occur primarily in Phase 2 of the project. In Phase 1, the DKS team recommends using mode share information already available for transit and HOV from the regional forecasting work of MTC and SACOG. The zone-to-zone mode shares and vehicle occupancy factors from the regional models can be adjusted as necessary based on local data to produce a reasonable method for forecasting auto trips in Phase 1.

Based on the available traffic count and travel survey data assembled in the Model Set-Up Stage, a set of evaluation and validation tests will be designed for the Phase 1 model. Some tests will focus on actual model performance (e.g. comparison of model forecasts to observed screen line traffic volumes), while other tests will focus on consistency with other models or travel surveys (e.g. comparison to household travel surveys).

**Phase 2 Mode Choice Enhancements.** The DKS team will use the next twenty weeks to develop new mode choice and vehicle-occupancy analysis techniques. This work will include the development of detailed transit networks to predict travel times by transit modes and supplemental ridership forecasting methods to predict the shift in transit ridership that would result from transit service improvements. This analysis will focus on developing analysis techniques to address trade-offs that are made between express buses, rail and ferries.

## SUMMARY OF REVISED WORK SCOPE

### Stage 1 – Strategic Plan

**Task 1: Refine Scope of Services.** In this task, the DKS team proposes to meet with the Modeling Committee assigned to this project to determine what remaining issues exist and finalize the work plan.

**Task 2: Develop Strategy for Model Structure.** The DKS team will meet initially with the Modeling Committee to present and discuss options for the various model development issues. The DKS team will then conduct a “model design charette”, which will include key staff from the consultant team and the participating agencies. At the charette, we will discuss the model-development options, the team’s structural approach to the model development and the level of effort assigned to each model task. Following the charette, we will publish a specific strategy to guide the remainder of the project.

### Stage 2 – Model Set-up

**Task 3: Develop Updated Traffic Zone Map.** The development of the new TAZs will begin by comparing the local Napa and Solano model TAZs to the geographic boundaries of zones applied in the sub-regional and regional models. Additional zones will be added in Solano and Napa Counties to improve trip loading on a more detailed roadway network. New TAZs may also be allocated at major mode-transfer facilities (stations and terminals) as well as places where major trip generators are located.

Overlay maps will be produced where possible in GIS to highlight differences in zone boundaries. Where differences occur, the DKS team will recommend whether to realign zones or split zones. The DKS team will work with the local agencies to make sure that the model's zone boundaries are logical and useful for local planning purposes. The DKS team will review the zone sizes and internal land uses to recommend whether other zone splits or revisions are also needed. The final TAZ maps will be produced in ArcView GIS format.

**Task 4: Collect Travel and Land Use Data.** The DKS team will also work with the local jurisdictions to examine the land-use estimates and forecasts proposed by ABAG and determine if the DKS team's initial sub-allocation is reasonable. The DKS team will collect land-use data in whatever format is available, whether in demographic or land use form. In this way, local agencies can develop the land-use forecasts in the format most convenient to them.

The DKS team will work with each jurisdiction to obtain their land-use data, and to coordinate the development of land-use files. The DKS team will also contact each community as needed to allow the DKS team to take advantage of local knowledge on the exact locations of land uses in a refined TAZ structure.

While aware of several data sources, the DKS team proposes to supplement these data with additional data from local agencies. To fill any remaining gaps in data, we have reserved \$10,000 for additional counts.

**Task 5: Develop Highway and Preliminary Transit Network.** The TP+ model networks created by the DKS team for both Solano and Napa Counties will be imported into ArcView GIS. The model networks will be laid over a GIS network to get true spatial representation.

The DKS team will also be developing the traffic-count database for use in the validation process. The DKS team will verify that all screen lines have counts associated with them. Data on all bus, train and ferry services will also be collected. The DKS team will double-check frequencies to published schedules.

## Stage 3 -- Phase 1 Model Development

**Task 6: Prepare Initial Phase 1 Calibration of Highway Element.** This task is the heart of the Phase 1 model efforts, as steps leading to model calibration and validation are taken. At each step, different analysis tables will be prepared to verify that the model is performing sufficiently accurately.

County-to-county trip patterns within each county will also be examined, and compared to available survey or other data where possible. The traffic assignment comparisons will be made by location using data already collected. We anticipate that concerns may emerge about the reliability of specific link data, and we will work with local staff where this issue arises.

**Task 7: Prepare Highway Forecasts for Horizon Years.** The DKS team will develop traffic forecasts using the latest population, employment and land use development forecasts for each jurisdiction as well as the roadway project lists as directed by the Modeling Committee.

**Task 8: Refine Highway Element and Prepare Final Phase 1 Forecasts.** Review of model results by local jurisdictions will likely result in the need to make adjustments to various land-use and transportation-project assumptions. In this task, we will refine the inputs and release the revised Phase 1 highway forecasts.

**Task 9: Submit Documentation on Phase 1 Highway Model.** The DKS team will produce a report on the Phase 1 model, comparing the model's ability to accurately predict traffic volumes and other travel behaviors.

## Stage 4 – Phase 2 Model Development

**Task 10: Develop Final Transit Network.** Rail services and ferry services will also be included as a separate network for each mode. The DKS team will obtain ridership information from each operator to assist the team in calibrating the new mode-share and transit-ridership modules of the model. The DKS team will request time-of-day boarding information. The DKS team will also request that mode of access information of any kind (including park-and-ride lot utilization) be made available.

**Task 11: Prepare Phase 2 Calibration of Highway and Transit Element.** At the outset of this task, the DKS team proposes to revisit the overall transit forecasting needs of this model. Additional survey and census information will be available, so that more reliable data on mode shares will be available for comparison.

The DKS team proposes an "HOV lane utilization" method to estimate how many carpools will actually use the HOV lane.

The DKS team will develop a "pivot point" or incremental method for predicted changes in transit ridership based on existing transit ridership and market sizes, with elasticities assigned to changes in travel time, cost, connectivity and reliability. The DKS team will compare the model results to data on total trips and mode shares by travel pattern and trip purpose, transit peak-period boardings, and use at major park-and-ride facilities.

**Task 12: Prepare Phase 2 Highway and Transit Forecasts for Horizon Years.** Based on the feedback from the calibrated transit model, the team will prepare the revised Highway and Transit forecast for the horizon year. At this point, we anticipate that new forecast assumptions (such as new population projections and new transportation projects) may need to be incorporated. This may require that another round of land-use and transportation-project assumptions be reviewed by the local jurisdictions.

**Task 13: Refine Phase 2 Model and Prepare Final Forecasts.** Once the draft forecasts are provided, an additional round of local review and comment will be conducted and final model forecasts will be produced.

**Task 14: Submit Final Model Documentation.** The model documentation will include a summary of the inputs, model logic, interim model run comparisons at the trip-distribution and mode-choice stages, and final comparisons to actual transit and highway volumes.

## Meetings/Administration

Monthly meetings are also to be held with the Modeling Committee. A number of other meetings will also be held individually with the local jurisdictions in the gathering of land use and travel data.



DATE: April 3, 2002  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director for Planning  
RE: Dixon-Auburn Commuter Rail  
Feasibility Study

**Background:**

On July 23, 2001 and March 15, 2002 representatives from the STA, Capitol Corridor, Yolo County Transit District, Sacramento Regional Transit and Placer County Transportation Planning Agency met to discuss the potential for developing a commuter rail service in the Sacramento Region between Dixon, Davis, Sacramento and Auburn. The concept is to develop a 100% locally funded commuter service that does not have to rely on state funding (like the PTA funds that provide the operating funds for the Capitol Corridor) nor is subject to the requirements for intercity rail.

On September 12, 2001 the STA initially authorized \$4,000 of funds (a fourth of the originally estimated \$16,000) to initiate the modeling activities for the study. No funds have yet been spent.

**Discussion:**

Further discussion has since occurred between the four counties and it is now recommended that the four partners fund all of the initial modeling and feasibility work needed during 2002-03 to fully define the proposed service. A two-step process is now envisioned for this potential service:

Modeling: About five modeling runs will be prepared by the Union Pacific and funded by the four counties. This is needed to determine if there are sufficient time slots available to accommodate a potential for 10 commuter train trips a day with a minimum of 20 minute headways. This modeling is now estimated to cost about \$40,000 and is proposed to be funded equally by the four counties/agencies located along the corridor.

Feasibility or Project Development: Once the modeling is completed then a more detailed feasibility analysis will be conducted to determine ridership demand, a proposed service schedule, and prepare costs estimates for capital and operating. The feasibility study would cost about \$200,000 and also be paid equally by each of the four participating members during 2002-03.

Beyond the estimated 16-20 daily round trips that are envisioned for the Capitol Corridor, additional stations will be limited for the Capitols since they will be limited by travel time requirements along the entire 172-mile service area. However, STA staff believes that a limited commuter rail service such as the one being discussed is an excellent opportunity to provide rail service to a growing community such as Dixon. Since Dixon has just completed its Phase 1

multi-modal rail station improvements and has been approved for 2002 RTIP funds for its Phase 2 improvements, the timing is ideal for conducting this study.

This service has been proposed in the Sacramento Region for the past decade. It originally was listed as part of proposed rail services in the statewide Proposition 116, approved by the voters in 1991. The Dixon station would replace or be in addition to the originally proposed West Davis station (which does not have a specifically designated site or the necessary rail improvements) and be located about eight miles further west.

A policy level committee consisting of elected officials from each of the four counties was held on April 3, 2002. Mary Ann Courville and staff attended on behalf of the STA.

A revised Memorandum of Understanding has also been drafted for the four agencies invited to participate in this modeling and feasibility study (see attachment). This MOU will supersede the previously one approved by the STA Board on September 12, 2002.

**Fiscal Impact:**

It is proposed that this expenditure be funded in the 2002-03 STA Budget using \$60,000 of State Transit Assistance Funds with no impact on the STA General Fund.

**Recommendation:**

1.) Authorize the Executive Director to enter into a revised MOU with the Yolo County Transportation District, Sacramento Regional Transit and the Placer County Transportation Planning Agency; and 2.) Recommend that \$60,000 be budgeted in the STA Budget for 2002-03 modeling and a feasibility study for potential commuter rail service between Dixon, Davis, Sacramento and Auburn using State Transit Assistance Funds (STAF) .

Attachment

**REVISED MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN  
THE CAPITAL CORRIDOR JOINT POWERS AUTHORITY (CCJPA),  
THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA),  
SACRAMENTO REGIONAL TRANSIT DISTRICT (RT), YOLO COUNTY  
TRANSPORTATION DISTRICT (YCTD), AND THE SOLANO TRANSPORTATION  
AUTHORITY (STA)  
REGARDING THE POTENTIAL IMPLEMENTATION OF REGIONAL RAIL  
SERVICE BETWEEN AUBURN AND DIXON**

**WHEREAS**, the agencies listed above are interested in developing an implementation plan for Regional Rail service, and the completion of such a plan will necessitate investigating the capacity of the existing rail line to handle frequent peak-hour passenger rail service; and

**WHEREAS**, the CCJPA is participating in a study with the Union Pacific Rail road (UPRR) that will result in the availability of a computerized rail capacity model enabling testing of various cases such as increased passenger rail service and capital improvements to determine whether capacity exists to increase service levels.

**THEREFORE, BE IT RESOLVED, THAT:**

1. PCTPA, RT, YCTD, and STA (hereinafter referred to as local agencies) will agree on a scope of work for development of an implementation plan for Regional Rail service between Auburn and Dixon.
2. The local agencies will designate one of the parties to this MOU as the lead agency for the Regional Rail Implementation Plan and, as such, perform the functional and administrative duties required, including finalizing and issuing a Request For Proposal (RFP), and administering the consultant contract.
3. The local agencies will participate in evaluating responses to the RFP and selecting a contractor.
4. The CCJPA will work with the local agencies to develop one or two possible timetables for the Regional Rail service between Auburn and Dixon.
5. CCJPA will have one or two cases, representing the possible timetables, tested using the capacity analysis model developed in cooperation with UPRR.
6. The local agencies will reimburse CCJPA for the cost of running and analyzing these cases.
7. The local agencies will split the cost of the development of the Regional Rail Implementation Plan and the capacity analysis test cases evenly four ways, for a total cost not to exceed \$240,000, or \$60,000 for each local agency.

**THEREFORE, BE IT FURTHER RESOLVED, THAT** this revised MOU supersedes the September 12, 2001 MOU between the four participating agencies.

---

John Silva, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of April, 2002.

---

Daryl K Halls, Executive Director  
Solano Transportation Authority



DATE: April 4, 2002  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Dan Christians, Assistant Executive Director/Director for Planning  
RE: Development of Expenditure Plan for Transportation

**Background:**

On September 12, 2001, the STA Board approved a series of recommendations developed by the Board's appointed Local Funding Subcommittee. These included:

1. Authorize the development of a Countywide Expenditure Plan for Transportation
2. Authorize the Executive Director to enter into an agreement with Smith, Kempton & Watts for consultant services for an amount up to \$60,000 for a 14 month period beginning on September 13, 2001
3. Authorize the Executive Director to enter into an agreement with Nossaman, Guthner, Know & Elliott, LLP to provide legal advice and services for an amount up to \$35,000 for a 14 month period beginning on September 13, 2001

On December 12, 2001, the STA Board supported the adoption of a preliminary schedule for development of the Expenditure Plan and formation of a Management Committee and Community Advisory Committee (originally titled Community Steering Committee) to guide the development of the Transportation Expenditure Plan.

In January 2002, the Solano Economic Development Corporation (SEDCORP) and California Alliance for Jobs jointly sponsored a Public Opinion survey of 800 Solano County voters to gauge the level of support for a ballot measure to fund a transportation expenditure plan. The results of the poll indicated that, overall, 78% of voters were supportive of a half cent sales for a transportation (balancing between positive and negative arguments related to the measure – the results range between 76% and 84% in support) and funding for a number of critical transportation projects (such as I-80/680, Local Road Rehabilitation, and transit for elderly and disabled) was supported by over 80% of those surveyed. Members of the STA Board and Solano Mayor's Conference (Jim Spering, John Silva and Tony Intintoli) have requested a copy of the survey be made available to the public when it is completed. A

complete tabulation of the survey results is expected to be released by SEDCORP and the Alliance for Jobs later this month.

On April 29<sup>th</sup>, at 12:30 p.m., at the Travis Federal Credit Union in Vacaville, the Solano Transportation Authority will be hosting the initial meeting of the Community Advisory Committee to discuss development of the Transportation Expenditure Plan. On April 30, 2002, SEDCORP has invited the STA to participate in a transportation panel to discuss the need for a new local revenue source to fund needed transportation improvements that are important to the business community.

**Discussion:**

Over the past few months, the STA staff and its consultant team has been working with the Expenditure Plan's Management Committee to develop the schedule, process and specifics of an expenditure plan for transportation.

**CTEP GOVERNANCE**

In March 2002, the STA's Management Committee reviewed two options for governance of a local transportation sales tax, a Local Transportation Authority (LTA) and County Transportation Authority (CTA) option. Attached is an outline of both options developed by Stan Taylor (Nossaman, Gunther, Knox, and Elliott LLP), the STA's legal consultant for development of the Expenditure Plan. At the meeting, the Management Subcommittee unanimously recommended the Local Transportation Authority (LTA) approach with a governance structure similar to the current configuration of the STA Board (one appointment by the Mayor's of each of Solano's seven cities and one by the Solano County Board of Supervisors).

**1. LOCAL TRANSPORTATION AUTHORITY (LTA)**

The Solano County Board of Supervisors can form a LTA by an ordinance as a newly created entity or by designating an existing transportation planning entity (pursuant to Government Code 29532). Each member of the LTA Board must be an elected local official and the Board of Supervisors membership must comprise less than a majority of the members of the LTA Board. The tax ordinance cannot go to the ballot before a majority of the Board of Supervisors and the City Councils representing both a majority of the cities in the county and a majority of the population in the incorporated area of the county approves the County Transportation Expenditure Plan (CTEP). The LTA entity is established or designated prior to adoption of the expenditure plan and sales tax ordinance and there is no review and approval of the CTEP by MTC. The County Board of Supervisors and the cities can amend the Expenditure Plan to add projects upon approval. All but two of the counties in California that have approved a sales tax for transportation have established the LTA option to govern the transportation sales tax and expenditure plan for their respective county's.

## 2. COUNTY TRANSPORTATION AUTHORITY (CTA)

In the Bay Area (MTC region), the CTA option is established by the Sale Tax Ordinance and comes into existence effective on the County Voter's approval of the ordinance. An existing entity cannot be designated and there are no limits on the number of members of the Board of Supervisors that serve on the CTA Board. The Expenditure Plan must be submitted to and approved by MTC and also approved by the Board of Supervisors and cities having a majority of the population within the incorporated area of the County (not necessarily a majority of the number of cities). In addition, the Expenditure Plan may only be amended in the same manner as its was originally adopted (County voters).

## 3. LTA RECOMMENDATION

After reviewing both options, the LTA option was recommended for the following reasons:

1. The County Transportation Expenditure Plan (CTEP) can be adopted by elected officials and voters in Solano County and does not require approval by MTC
2. Approval of the CTEP for the LTA option requires the approval of the Solano County Board of Supervisors and a majority of the cities representing a majority of the incorporated population of Solano County.
3. The LTA entity to be created can be modeled after the governance structure of the Solano Transportation Authority
4. The LTA is designated prior to adoption of the CTEP and sales tax ordinance
5. Additional projects can be added with approval of the County and cities if sales tax revenues exceed initial estimates for the Expenditure Plan

As part of this recommendation, the Subcommittee recommends the governance structure of the STA Board be employed, but that the roles and function of the LTA be separated from the transportation planning and funding responsibilities of the Solano Transportation Authority through separate meetings times. This separation can be accomplished similar to the approach for a city council and a city's redevelopment agency. It is envisioned that STA staff will provide staff support for both the STA and the new LTA.

## **EIR FOR CTEP**

Based on discussions with STA Legal Counsel (Chuck Lamoree) and Special Legal Counsel for the CTEP (Stan Taylor), staff is recommending development of a programmatic Environmental Impact Report (EIR) for the CTEP. Based on an Initial Study/Environmental checklist, a programmatic EIR will review the various environmental effects that expenditure plan/sales tax may have. The EIR allows for a process to provide opportunities to integrate environmental factors into the planning and decision making process. Due to the tight timeframe available to complete the EIR, staff is requesting authorization to enter into a sole source contract with Jones & Stokes to perform this Programmatic EIR for the CTEP. Jones & Stokes is currently preparing the Jepson Parkway EIS/R, the EIR for Fairfield's General Plan update and is the Environmental Consultant firm supporting Mark Thomas and

Associates/Nolte Company that was recently awarded the contract for the I-80/680/SR 12 Interchange Master EIS/R. This firm is very knowledgeable about Solano County and is the only firm available that can immediately prepare this EIR document in accordance with the California Environmental Quality Act (CEQA) and within the STA's schedule for placing the CTEP on the ballot in November of 2002. Attached is a copy of a proposed scope of work developed by Mike Davis, Jones & Stokes, at the request of STA staff.

#### **CTEP AND PUBLIC INFORMATION CONSULTANT ASSISTANCE**

STA staff is currently working with Nancy Whelan Consulting to develop the financial specifics of the CTEP. Recently, Bob Grandy assisted STA staff and Fehr and Peers in the development of the various project costs for the recently completed Arterials, Highway and Freeways Element of the draft Comprehensive Transportation Plan. Grandy also helped prepared the project estimates for Advisory Measure F in 1998. Staff is recommending Bob Grandy and Associates be retained for an amount not to exceed \$10,000 to assist in the project estimates for various projects to be included in the CTEP. Grandy's experience and expertise will be a good complement to Nancy Whelan's expertise and experience in transit and rail projects and funding, and developing Expenditure Plan revenue estimates.

An important component of the CTEP will be the development and distribution of public information associated with the transportation projects and services developed for the CTEP. As a public agency, the STA is not allowed to campaign for the passage of a sales tax for transportation, but can develop and distribute public information that will help the public become more aware and better informed about the Expenditure Plan and the transportation projects and services that would be funded if the measure is approved by Solano County's voters. Members of the Local Funding Subcommittee (Jim Spering and John Silva) have recommended the STA include in the 2002/03 fiscal year budget the necessary funding to cover the estimated cost for consultant assistance and materials to develop a public information/effort to assist in this effort. Staff is estimating this effort will cost \$50,000 and will be covered out of the STA's Project Development budget for 2002/03.

#### **COMMUNITY ADVISORY COMMITTEE**

STA Chair John Silva has scheduled the initial meeting of the STA's Community Advisory Committee for Monday, April 29, 2002, at 12:30 p.m., at the Travis Federal Credit Union in Vacaville. A total of three meetings of this Committee will be scheduled and they will be tasked with helping the STA develop the County Transportation Expenditure Plan (CTEP). Attached is a revised list of invited members for review by the STA Board.

#### **Fiscal Impact:**

The total fiscal impact is \$170,000 and is recommended to be covered by a combination of regional transportation planning funds to be requested from the Metropolitan Transportation Commission and 2002/03 Project Development Funds. This will likely consist of a combination of funds to be determined by staff in the next month or two as part of development of the STA's 2002/03 and 2003/04 budget. (\$110,000 for Jones & Stokes, \$10,000 for Grandy & Associates and \$50,000 for Public Information).

**Recommendation:**

Approve the following:

1. Recommendation by the Local Funding Subcommittee to establish a Local Transportation Authority to develop and administer County Transportation Expenditure Plan and authorize the Executive Director to work with the Local Funding Subcommittee to create the LTA ordinance for review and approval by the STA Board, Solano Mayor's Conference and Solano County Board of Supervisors
2. Authorize the Executive Director to enter into a sole source contract with Jones & Stokes, Inc. for an amount not to exceed \$110,000 to prepare a Programmatic Environmental Impact Report for the County Transportation Expenditure Plan
3. Authorize the Executive Director to retain a public information/marketing firm to assist the STA in developing the necessary public information materials to support the development of the Transportation Expenditure Plan for an amount not to exceed \$50,000 in funding from the STA's 2002/03 budget
4. Authorize the STA to retain Bob Grandy and Associates to assist in the development of the Transportation Expenditure Plan for an amount not to exceed \$10,000
5. Approve revised membership of the STA's Community Advisory Committee for the Transportation Expenditure Plan

Attachment

# **TRANSPORTATION SALES TAX ENTITY- GOVERNANCE ALTERNATIVES**

**Presentation to Solano Transportation Authority**

**Stanley Taylor, Partner**

**Phone: 415-438-7224**

**Email: [staylor@nossaman.com](mailto:staylor@nossaman.com)**

**March 14, 2002**

# Creation of Entity by Solano County Board of Supervisors ("Board")

- Local Transportation Authority ("LTA")
  - Board may: 1) create a new entity, or 2) designate (a) an existing transportation planning agency (originally designated pursuant to Government Code § 29532) or (b) a county transportation commission (PUC § 130000) in existence on 1/1/88 (PUC § 180050) as LTA.
  - The Board initiates a newly created entity in the same manner as it drafts and approves a county ordinance. (Therefore, the proposal must be read in full at introduction, and five full days must pass prior to a vote (Government Code §25131). As required by local statute, certain ordinances require ten days notice and a right to public hearing before passage.

# CREATION OF ENTITY

- LTA Option

- Membership of LTA-

- 1) Each member must be an elected local county official, although Board members must hold less than a majority of the LTA positions. The maximum term is four years (PUC §180051& 180052).

- 2) The choices for Membership of a newly created entity must be approved by a majority of the City Councils of the County having a majority of the population of the County (PUC §180051)

# CREATION OF ENTITY

- CTA Option
  - County Transportation Authority (“CTA”)
    - The CTA is established by the Sales Tax Ordinance and comes into existence effective on the County Voters’ approval of the Ordinance
    - The Board establishes with the City selection committee a process to develop a consensus on need for transportation projects in the county (PUC § 131050). The meetings are subject to the Brown Act. The parties establish by resolution a schedule to create a CTEP and a CTA.

## EXPENDITURE PLAN

- **Creation & Approval of County Transportation Expenditure Plan (“CTEP”) (LTA Option)**

- A tax ordinance cannot go to ballot before the Board and the City Councils representing both a majority of the cities in the County and a majority of the population in the incorporated areas of the County approve the CTEP (PUC § 180206(b)).
- There is no time limit within which a City Council or the Board must vote on a CTEP.

Upon passage of the Ordinance and establishment of the LTA by its first meeting, the LTA may annually revise and propose amendments to the CTEP to provide for use of additional funds (PUC §180207). The LTA must notify the Board and City Councils of its intended acts. The proposed amendments become effective 45 days after notice.

# EXPENDITURE PLAN

- **Creation & Approval of CTEP (CTA Option)**

- The Board and City selection committee shall create a CTEP that consists of:
  - A list of essential traffic and transportation projects in order of priority, with cost estimates (PUC §131051(a)).
  - A recommendation whether a retail/sales tax is necessary (PUC §131051(e)).
  - A recommendation whether the Board should request from voters the creation of a CTA (PUC § 131051(f)). If the CTEP includes this, it must also include a membership list specifying the number to represent local governments and the number to represent the county (PUC § 131051(h)).
- The CTEP is then subject to a public hearing and then review by the Metropolitan Transportation Commission (“MTC”) (PUC §131052).
  - MTC has 45 days to review, with public hearing, and approve the CTEP unless it does not meet drafting criteria (PUC §131053).
- Upon approval, MTC forwards the CTEP to the Board and all City Councils for approval (PUC §131055). A majority of the Board and the City Councils representing a majority of the population residing in the incorporated areas must approve the CTEP (PUC §131055).
- The CTEP must be published within 30 days of approval by the City Councils and the Board (PUC §131055).

85

# SALES TAX ORDINANCE

## LTA Option

- The LTA Tax Ordinance subject to a 2/3-board majority vote. (PUC § 180201).
- After approval, the LTA must send the Ordinance to the Board for forwarding to the Elections Commission (Elections Code § 9140).
- The Board must submit the Ordinance to the Elections Commission, by August 9, 2002 (i.e., at least 88 days prior to the election date, November 5, 2002.) to voted upon at a special or regular election (Elections Code §9145).
- The Ordinance must include the nature of the tax, the tax rate (max. 1%), the period of the tax (max 20 years) and the purposes for the funds (PUC § 180202).
- The Board may not amend or withdraw the Ordinance from ballot after August 14, 2002 (83 days prior to the election) (Elections Code §9605(a)).
- A 2/3 super-majority of County Voters must approve the Ordinance (Prop 218, which amends the California Constitution). The Ordinance must appear on the ballot as the full proposition AND the adopted CTEP must also appear in the Voter Handbook (PUC §180203).
- Optional- If the Board chooses, before November 5, 2002, it may send to the County Auditor the Ordinance in order that the Auditor may provide a public financial analysis thereof (Elections Code § 9168(c)).

# SALES TAX ORDINANCE CTA Option

- Upon approval of the CTEP by the MTC, the Board, and the City Councils, the Tax Ordinance should be sent to the Board for forwarding to the Elections Commission (Elections Code §9140). The County bears the cost of the election but is reimbursed if the Ordinance passes (PUC § 131104).
- The Board must submit the Ordinance to the Elections Commission, by August 9, 2002 (i.e., at least 88 days prior to the election date, November 5, 2002.) to voted upon at a special or regular election (PUC §131104(b)).
- The Ordinance may only be for a tax of ½% or 1% (PUC §131102(a)). The nature of the tax must be stated as well as the purpose (PUC § 131103). Any allocations of revenues derived from a Retail/sales tax must be consistent with the priorities set forth in the CTEP (PUC § 131101). The term of the tax is determined by the CTEP, although it may be terminated early if all projects are completed (PUC §131102(c)).

# SALES TAX ORDINANCE

## CTA Option, Con't.

- The Board may not amend or withdraw the Ordinance from ballot after August 14, 2002 (83 days prior to the election) (Elections Code §9605(a)).
- A 2/3 majority of County Voters must approve the Ordinance (PUC § 131102(a), amended by Prop 218, which amends the California Constitution).
- Elections officials must send to voters a sample ballot including a full copy of the Ordinance, at least 29 days before the election date (October 7, 2002) (PUC §131108(h)).
- Optional- If the Board chooses, before November 5, 2002, it may send to the County Auditor the Ordinance in order that the Auditor may provide a public financial analysis thereof (Elections Code § 9168(c)).

# VOTER APPROVAL

## Upon Voter Approval of Ordinance:

- **LTA**

- Upon a two-thirds voter approval, the Ordinance will be effective immediately (Elections Code §9141), however, sales tax collection delayed until April 1, 2003 (PUC §180204).
- The LTA will be required to elect a chairperson at the first meeting (PUC §180100).

- **CTA**

- Upon a two-thirds voter approval, the Ordinance will be effective immediately (Elections Code §9141); however, the sales tax collection will not go into operation until April 1, 2003 (PUC §§ 131108 & 131105).

# VOTER APPROVAL

## Upon Voter Approval of Ordinance: Con't.

- If the CTEP is drafted to give the CTA authority over the tax, the CTA comes into existence upon approval of the Ordinance (PUC § 131240).
- **Membership of CTA**
  - CTA shall consist of members who are elected officials as specified in the CTEP and shall be appointed within 45 days after the CTA is created (PUC § 131241(a)).
  - At the first meeting, term schedules for all members are established. (PUC §131241).
  - The first meeting of the CTA must be convened by the Secretary of Business, Transportation and Housing Agency within 90 days after the Ordinance passes (PUC § 131242).

96

# ADMINISTRATION OF AGENCY

## LTA Option

- Quorum- Majority required (PUC §180102).

Affirmative Act by LTA also requires majority of members (PUC §180102).

### Annual Budget-

LTA must adopt an annual budget at public meeting (PUC §180105). LTA must give at least 15 days notice of time and place of meeting and must also provide copy of proposed budget at same time (PUC §180108).

- LTA must also perform an annual audit (PUC §180105).

- Compensation-

The maximum salary and benefits that the LTA can pay to ALL its employees in the aggregate is 1% of the annual funds intake (PUC §180109).

### Annual Report-

LTA must prepare an annual report on its progress regarding highway operations and other transportation matters (PUC §180111).

# ADMINISTRATION OF AGENCY CTA Option

- Chair -- CTA must elect a chair at first meeting and annually thereafter (PUC §131260).
- Quorum -- Majority of members equals a quorum. Also need majority of the members to affect an affirmative vote (PUC §131262).
- Brown Act -- All meetings must be conducted under the Brown Act (PUC §131264).
- Duties -- CTA must:
  - a) adopt an annual budget;
  - b) adopt an administrative code;
  - c) set annual audits;
  - d) appoint an advisory committee (PUC §131265).
- Budget -- CTA must publish the time and place of public hearing for adoption of the annual budget at least 15 days prior to the date (PUC §131266).
- Compensation -- In an adopted CTEP that provides for retail/sales taxes, no more than 1% of the annual net amount of revenues raised thereby may be used to fund salaries and benefits of the staff of the MTC nor CTA (PUC § 131107). Also, each member of the CTA shall be compensated at rate of \$50/day not exceeding \$100/month.
- Retirement Benefits -- CTA may enter into a contract with the Board of the local PERS (PUC §131269).

# GENERAL POWERS OF AGENCY

## LTA Option

### – Hiring –

LTA may hire its own independent staff (private entities) or it may contract with any public agency or the U.S. government to carry out the LTA's purpose (PUC §180106).

### General Powers --

- 1) LTA may sue and be sued (PUC §180150).
- 2) LTA may enter into contracts in order to exercise eminent domain, indemnification, the employment of labor, etc (PUC §180152).

## GENERAL POWERS OF AGENCY LTA Option, Con't.

- Allocation of funds -- The LTA may allocate funds between construction, maintenance, etc. of state highways, local streets, roads, and the operation of public transit systems (PUC §180205).
- Issue Bonds -- LTA may issue bonds at any time after a 2/3 approval of a bond issuance by the LTA itself (PUC §180251).

# GENERAL POWERS OF AGENCY CTA Option

- CTA may sue and be sued (PUC § 131280).
- CTA has same liability protection as other state and local governmental entities (PUC §131282).
- CTA can contract with private, public, or federal agencies (PUC §131284).
- CTA can only submit amendments to the CTEP that must follow the same method as the original creation of the initial CTEP. CTA cannot amend the CTEP on its own (PUC §131304).

95

# OPERATION OF AGENCY LTA Option

## – Supply Contracts --

For necessary services, supplies, etc., the LTA must use the lowest bidder method to award all contracts over \$10,000 (PUC §180154).

The LTA may use the money received from the Ordinance tax in a “pay-as-you-go” fashion or the LTA may bond against the expected income if it is unfeasible to use the former method (PUC § 180200).

# OPERATION OF AGENCY CTA Option

- CTA must utilize competitive bidding for supply equipment and materials contracts in excess of \$25,000, unless 2/3 of CTA members vote to ignore this rule due to emergency (PUC §131285).
- The Board and the City Selection committee may choose to draft the CTEP such that the MTC would be responsible for administering the retail/sales tax (PUC § 131200). The MTC, with the advice of the advisory committee would determine the allocation of net revenue and prepare annual reports on the state of the tax (PUC §§131201 & 131202).

97

# PRINCIPAL DIFFERENCES BETWEEN ENTITIES

- **LOCAL TRANSPORTATION AUTHORITY**

- May be new entity created by board of supervisors or existing agency if eligible. Created prior to adoption of expenditure plan and sales tax ordinance
- Board consists of locally elected officials, less than a majority of which are members of the board of supervisors
- If new entity, four year term limits for Board members; if existing entity, whatever applicable for that entity
- 20 year maximum on tax

- **COUNTY TRANSPORTATION AUTHORITY**

- New entity effective upon approval of sales tax ordinance and expenditure plan by voters. Can't use existing entity
- Board consists of locally elected officials; no limit on number of members of board of supervisors
- No statutory term limits for Board members; fixed by agency
- No maximum term for tax

# PRINCIPAL DIFFERENCES BETWEEN ENTITIES

## • LOCAL TRANSPORTATION AUTHORITY

- No MTC approval for expenditure plan
- Expenditure plan approved by board of supervisors and a majority of cities having a majority of population within incorporated area
- No publication requirement
- No public meeting requirement
- Sales tax up to 1% in any increment
- Contracts for services, supplies over \$10,000 must be competitively procured
- Expenditure plan may be amended to add projects upon approval of county and cities

## • COUNTY TRANSPORTATION AUTHORITY

- Expenditure plan must be submitted to and approved by MTC
- Expenditure plan approved by board of supervisors and cities having a majority of population within incorporated area (not necessarily a majority of the cities)
- Expenditure plan must be published upon approval by MTC
- Expenditure plan public meeting before being submitted to MTC
- Sales tax limited to ½ percent and 1 percent increments
- Contracts for supplies over \$25,000 must be competitively procured
- Expenditure plan may only be amended in same manner as original adoption

March 11, 2002

Mr. Daryl K. Halls  
Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Subject: Proposal for California Environmental Quality Act (CEQA) Programmatic Review of the Solano Transportation Authority (STA) Expenditure Plan

Dear Daryl,

Jones & Stokes (CONSULTANT) is pleased to present this proposal to the STA to prepare a CEQA programmatic review of the proposed Expenditure Plan that would be the basis of a November 2002 bond measure. The scope of services and cost proposal are based on the assumptions outlined below and can be modified as needed to reflect changed conditions.

### **Jones & Stokes Qualifications**

Jones & Stokes is an environmental planning and science consulting firm with more than 30 years experience conducting CEQA reviews and preparing legally sufficient environmental documents. Jones & Stokes has prepared CEQA programmatic environmental impact reports (EIRs) for state, regional, county, and local government plans and programs, including recent and ongoing program level environmental impact analyses for the City of Fairfield Comprehensive Plan Update EIR, Union City Redevelopment Plan Program EIR, Placer County Transportation Plan Program EIR, City of Brentwood Sunset Industrial Park Program EIR, and City of Pleasanton Downtown Redevelopment District Program EIR.

Key members of the Jones & Stokes team are listed here. Resumes are attached.

- Mike Davis, Principal-in-Charge
- Seema Sairam, Project Manager
- Ron Bass, Quality Assurance Manager
- Austin McInerny, Public Meetings/Hearings Facilitator

## **Project Description**

The STA proposes to develop an Expenditure Plan (Plan) as the basis for a bond measure to be placed on the November 2002 ballot. The Plan will include a set of transportation projects, including capital improvements and operational subsidies. The CONSULTANT will prepare a CEQA programmatic document to address the potential for the Plan to result in environmental impacts.

## **Assumptions**

- A complete project description of the Plan will be provided to the CONSULTANT by May 1, 2002.
- The project description will include broad categories of projects such as
  - operational subsidies for buses and ferry service,
  - improvements along the Interstate 80 (I-80) corridor,
  - funding to support the re-construction of the I-80/I-680/State Route (SR 12) interchange,
  - construction of pedestrian/nonmotorized facilities,
  - development of commuter rail facilities, and
  - elderly and handicapped transportation services.
- A Program EIR document will be required to complete the CEQA review.
- National Environmental Policy Act review will not be conducted.

STA will be the CEQA Lead Agency. Local municipal governments and California Department of Transportation (Caltrans) will not be actively involved in the preparation and review of the Program EIR. Municipal government in Solano County may act as CEQA responsible agencies. Caltrans will not serve as a responsible agency.

- The Program EIR will address a preferred project alternative. Other alternatives described in the Program EIR, but not analyzed in full detail, will be the alternatives considered in the development of the Countywide Transportation Plan update prepared in February 2002.
- Subsequent project-level CEQA environmental reviews are assumed to be required for all nonexempt actions before their implementation.
- A CEQA initial study/environmental checklist will be used to focus the Program EIR on those subjects with a potential for significant impact.
- Analysis will be conducted at a program level. No project-specific environmental impact assessments will be prepared.

Mr. Daryl K. Halls

March 11, 2002

Page 3

- No stand-alone environmental technical studies will be prepared. All supporting analysis will be included in the Program EIR or as a brief technical memorandum included as an EIR appendix.
- Travel demand modeling and traffic operational analyses will not be required as part of the Program EIR impact assessment. The CONSULTANT will use information available from the recent Comprehensive Transportation Plan update as the basis for assessing transportation effects.
- STA will publish all notices for hearings and availability of the Program EIR.
- Public hearings/meetings will be limited to one scoping meeting and one public hearing.
- STA review comments on the administrative draft Program EIR will be provided as a consolidated set of comments to the CONSULTANT. We assume that a maximum of two rounds of revisions to the administrative draft Program EIR will be required.
- The STA will host public meetings and hearings. The CONSULTANT will provide camera-ready notices to the STA for distribution and will prepare presentation graphics for use at the meetings.

## **Scope of Services**

The CONSULTANT will prepare a CEQA Programmatic EIR to address the potential effects of adopting the Plan. The analysis will address the impacts of adopting the plan, assuming that subsequent project level CEQA review would be conducted for all components of the Plan.

The following tasks will be conducted to prepare the CEQA Program EIR.

### **Task 1. Notice of Preparation and Initial Study.**

The CONSULTANT will prepare a draft notice of preparation (NOP) for the STA to publish and distribute to the State Clearinghouse. The CONSULTANT will prepare a CEQA initial study accompanied by an environmental checklist. The purpose of the initial study will be to focus the Program EIR on those environmental impact categories for which the project may have a significant environmental impact. The initial study will be distributed with the NOP.

During the 30-day circulation of the NOP/ initial study, the CONSULTANT will conduct one project scoping meeting. The scoping meeting will be hosted by the STA. The CONSULTANT will provide technical experts and a meeting facilitator to conduct the meeting. At the conclusion of the 30-day circulation period, the CONSULTANT will prepare a scoping summary report.

### **Task 1 Deliverables:**

- NOP
- Initial study with CEQA environmental checklist

Mr. Daryl K. Halls

March 11, 2002

Page 4

- Scoping meeting camera-ready notices
- Scoping meeting presentation graphics
- Scoping summary report

#### **Task 2. Conduct Environmental Analysis.**

The CONSULTANT will use available information including the recently completed Comprehensive Transportation Plan, the Expenditure Plan, and other recently conducted CEQA reviews as applicable to prepare impact analyses. Impact assessments will be conducted at a programmatic level and will not include an analysis of project-specific impacts.

Table 1, which describes the environmental analyses that will be conducted, is attached.

#### **Task 2 Deliverables**

- Brief technical memoranda to document analysis suitable for incorporation into the draft Program EIR

#### **Task 3. Prepare Draft Program EIR**

The CONSULTANT will prepare an administrative draft Program EIR summarizing the findings of the environmental technical studies. The administrative draft Program EIR will be reviewed by in-house CEQA experts for quality assurance and then submitted to the STA for review. Following receipt of a consolidated set of review comments, the CONSULTANT will prepare a revised administrative draft Program EIR. Based on incorporation of final comments on a screencheck print, the CONSULTANT will print 1 camera-ready and 10 copies of the Draft Program EIR for the STA to distribute to a mailing list of up to 150 names to be developed jointly by the STA and the CONSULTANT.

The CONSULTANT will prepare a notice of availability for the STA to file.

#### **Task 3 Deliverables:**

- Administrative draft Program EIR (10 copies)
- Draft Program EIR (1 camera-ready and 10 copies)

#### **Task 4. Circulate Draft Program EIR and Conduct Public Hearing**

Following distribution of the draft Program EIR by the STA, the CONSULTANT will prepare a camera-ready notice and advertisement of availability of the draft Program EIR and notice of a public hearing to take comments on the draft Program EIR.

Mr. Daryl K. Halls

March 11, 2002

Page 5

The CONSULTANT will prepare presentation materials for the STA to use to conduct the public hearing and will provide technical experts and a meeting facilitator for the public hearing. The CONSULTANT will prepare hearing comments forms for attendees to use to submit written comments and will prepare a public hearing summary report consolidating all comments received. A court reporter will be provided to take verbal comments.

**Task 4 Deliverables:**

- Camera-ready public hearing notice and advertisement
- Public hearing presentation materials
- Public hearing summary report

**Task 5. Prepare Response to Comments and Final EIR**

The CONSULTANT will prepare responses to all substantive comments received on the draft Program EIR. An administrative final Program EIR will be prepared incorporating the responses to comments. The administrative final Program EIR will be provided to the STA for review and comment. A process similar to review and approval of the draft Program EIR is assumed to take place that will result in the CONSULTANT providing 1 camera-ready and 10 copies of the final Program EIR for STA to distribute.

**Task 5 Deliverables:**

- Administrative final Program EIR (10 copies)
- Final Program EIS (1 camera-ready and 10 copies)

**Task 6. Notice of Determination/Findings/Mitigation Monitoring Plan**

The CONSULTANT will prepare a notice of determination for the STA to file. The CONSULTANT will prepare a draft findings of facts, including overriding considerations, if necessary. These will be provided to the STA for adoption.

The CONSULTANT will prepare a draft mitigation monitoring plan (MMP) for approval by the STA. The MMP is expected to be a brief summary of commitments to be included in project-specific CEQA reviews that would be conducted subsequent to approval and adoption of the Expenditure Plan.

**Task 6 Deliverables:**

- Notice of Determination
- Findings of Facts
- Mitigation Monitoring Plan

Mr. Daryl K. Halls  
March 11, 2002  
Page 6

### **Task 7. Meetings**

The CONSULTANT will conduct bimonthly progress meetings, participate in a scoping meeting and a public hearing. Up to two CONSULTANT team members will participate in the bimonthly meetings. The CONSULTANT will prepare brief records of meeting for each progress meeting, including an action items list.

### **Task 7 Deliverables:**

- Progress meetings records of meeting

## **Project Schedule**

Key milestone dates for the project schedule are these:

<b>Task</b>	<b>Start</b>	<b>Finish</b>
Notice to proceed	April 8, 2002	April 8, 2002
NOP/initial study/draft project description	April 8, 2002	May 6, 2002
Final project description provided by STA	May 6, 2002	May 6, 2002
Conduct environmental analysis	May 6, 2002	July 8, 2002
Prepare draft Program EIR	June 17, 2002	August 5, 2002
Circulate draft Program EIR and conduct public hearing	August 5, 2002	September 18, 2002
Response to comments and final Program EIR	September 2, 2002	September 30, 2002
Notice of determination/findings/mitigation monitoring plan	September 30, 2002	October 30, 2002

## **Cost Estimate**

A cost estimate to conduct this scope of services is attached.

Thank you for requesting this scope of services and cost estimate. Jones & Stokes is proud of our association with the STA and looks forward to this opportunity to support transportation improvements in Solano County. Please contact me at (510) 433-8965 if you have questions or need additional information.

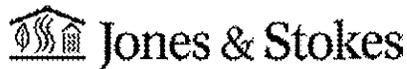
Sincerely,

Mr. Daryl K. Halls  
March 11, 2002  
Page 7

Mike Davis

Principal-in-Charge

MD/cp  
Enclosures  
PO02-035



MICHAEL DAVIS

## SKILLS AND EXPERTISE

Environmental planning, transportation planning, community revitalization, and historic preservation. Direction of environmental impact assessments, alternatives analyses (AAs), and environmental screening studies for transit and roadway projects. Assessment of the environmental impacts of transportation projects, satisfying National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), and associated federal, state, and local regulations. Preparation of environmental impact statements (EISs) for rail transit and highway projects and environmental assessments (EAs) for transit centers and roadway grade separations.

## EDUCATION

M.A. Urban and Regional Planning, Texas A&M University, College Station 1980

B.A. Geography, University of North Alabama, Florence, 1978

## EXPERIENCE

**Jones & Stokes.** Transportation Business Group Leader. Responsible for management of large-scale, controversial transportation environmental review projects and principal-in-charge in Jones & Stokes' Oakland branch.

### Project Experience

- **San Francisco–Oakland Bay Bridge East Span Seismic Safety Project—San Francisco and Alameda Counties, California.** Serving as environmental manager responsible for developing the EIS addressing alternatives for the replacement or retrofit of the eastern span of the bridge connecting Yerba Buena Island to the East Bay. Significant issues include historic and archaeological resources, impacts to Navy base closure redevelopment plans, and fast-track completion of complex environmental permits and regulatory reviews.
- **Jepson Parkway Project—Solano County, California.** Serving as project manager for preparation of a joint environmental impact report (EIR)/EIS for the linking of existing roadways to provide a north-south multimodal transportation corridor through central Solano County. Leading the NEPA/404 Integration Memorandum of Agreement process to develop consensus on project purpose and need, and alternatives to be evaluated.

**Parsons Brinckerhoff.** Northern California Environmental Manager. Organized and developed environmental planning services.

### Project Experience

- **Sonoma Creek Bridge Seismic Retrofit and Barrier Placement Project—Sonoma and Solano Counties, California.** Served as environmental task leader for the California Department of Transportation (Caltrans) project to seismically retrofit and widen the existing State Route 37 bridge over Sonoma Creek. The project involved preparing an environmental document and completing regulatory and permitting requirements addressing impacts to sensitive Bay wetlands. Mitigation measures included development of a mitigation bank at the Marin Landfill site, which is divided by the Northwestern Pacific Railroad right-of-way.
- **Benicia-Martinez Toll Bridge Plans Specifications and Estimates Project Quality Assurance Environmental Review—Solano and Contra Costa Counties, California.** Conducted quality assurance review of technical studies and permit coordination activities by team member firms. A categorical exclusion (CE) document was prepared for this seismic retrofit project.
- **Folsom Corridor Rail Project—Folsom, California.** Served as project manager for preparation of a CEQA/NEPA environmental document to upgrade the existing Southern Pacific railroad tracks for use by light rail transit vehicles. Environmental issues addressed included traffic, noise, and biological and cultural resources.
- **Watsonville Junction to Santa Cruz Corridor Major Investment Analysis—Santa Cruz County, California.** Served as environmental task manager responsible for screening environmental impacts of transportation alternatives in the Southern Pacific railroad corridor along the Pacific Coast in Santa Cruz County. The environmental impacts assessment was prepared based on a corridor inventory conducted by Parsons Brinckerhoff environmental specialists.
- **Martinez Intermodal Station—Martinez, California.** The City of Martinez is leading the development of a multimodal transportation terminal in downtown to link existing and planned transportation services. Served as project manager for the processing of an EA to obtain a finding of no significant impact.
- **Manteca Multimodal Station—Manteca, California.** Served as environmental task manager for this San Joaquin County Regional Rail Commission project to prepare preliminary engineering and environmental review of a downtown multimodal station to serve future regional rail transit service, link San Joaquin Regional Transit (SMART) bus system routes and extend a planned bike route along the existing Southern Pacific railroad right-of-way. An initial study was prepared as the basis for CEQA review for future site acquisition.
- **Sonoma 101 Variable Pricing Study—Sonoma County, California.** Led the environmental screening for the Sonoma County Transportation Authority in conducting a feasibility study for developing variable price toll lanes on U.S.

Highway 101 in Sonoma County. The purpose of the screening was to identify any significant environmental issues raised by the project and to determine the next steps required to complete environmental review.

**Parsons Transportation Group.** Senior Environmental Planner.

### **Project Experience**

- **Modesto Track Consolidation Project—Modesto, California.** The City of Modesto is pursuing the design of railroad realignments and roadway grade separations. As the environmental manager, directed technical studies, prepared the negative declaration/EA and led the project public hearing. Prepared and negotiated a Section 106 finding of no effect of the project on the historic Seventh Street “Lion” Bridge crossing the Stanislaus River and coordinated project activities with the Trust for Public Land project to obtain adjoining properties for a riverfront park.
- **Los Gatos–Santa Cruz Rail Corridor Study—Santa Clara and Santa Cruz Counties, California.** This project was a feasibility study of reinstating rail service on a partially abandoned rail line through the Santa Cruz Mountains. As environmental manager, prepared an environmental scan to identify potential community and environmental impacts along the rail line and parallel to the existing State Route 17. Issues identified through the scan were sensitive natural areas, scenic waterways and vistas, historic archaeological resources, and potential conflicts with exurban residential developments.
- **Central Area Circulator Light Rail Transit System—Chicago, Illinois.** The City of Chicago, in cooperation with “Loop” property owners, proposed the development of a street-running light rail transit system in the downtown Chicago Loop. Served as a principal author of a final EIS required to certify the project and make it eligible for Federal Transit Administration funding assistance. Primary tasks were developing detailed task orders and budget estimates for environmental and socioeconomic technical studies, managing subconsultants, and preparing environmental document sections.
- **Tren Urbano Light Rail Project—San Juan, Puerto Rico.** The commonwealth of Puerto Rico prepared an AA/draft EIS for this project to construct a grade-separated rail transit facility along a spine corridor connecting major employment centers and growing suburbs in the San Juan urban area. As author of the Río Piedras Alignment Alternatives Study, evaluated the potential impacts of alignment options for a proposed light rail alignment through historic district in San Juan. Addressed issues of property displacements, impacts to historic properties, potential reconfigurations of the local street network, and subway versus aerial configurations. Presented the study findings to the Ministry of Transportation and later advised urban design teams on refinement of final alignments through the historic district.

- **South Oak Cliff Corridor AA/Draft EIS—Dallas, Texas.** Dallas Area Rapid Transit (DART) prepared an AA/draft EIS that assessed 17 alignment options for the South Oak Cliff light rail transit (LRT) line. Evaluated potential environmental impacts at station areas and off-right-of-way sites in compliance with NEPA and Federal Transit Administration (FTA) AA/draft EIS guidelines.
- **North Central Corridor Light Rail Transit Project—Dallas, Texas.** The North Central line is the DART District's northward extension of the LRT system. Prepared a State-required environmental assessment using FTA Circular 5620.1 guidelines to assess project impacts. Consolidated findings of detailed technical studies, prepared a draft environmental document, and assisted with station location planning and public process.
- **Interstate 880 Intermodal Corridor Study—Alameda County, California.** Caltrans directed a corridor study funded as an Intermodal Surface Transportation Efficiency Act (ISTEA) demonstration project to look for alternatives to the planned State Route 61 freeway along the eastern shore of the San Francisco Bay. As the environmental manager, conducted environmental impact assessments. Impacts to Bay species, wetlands, and community disruption issues were analyzed at the screening level, and conceptual mitigation policies developed. Use of mitigation banking for wetlands/habitat was researched.
- **State Route 84 Realignment Project—Fremont, California.** The goal of the project is to upgrade the State Route 84 alignment in southern Alameda County, currently designated on local arterial roadways. As environmental manager, prepared the administrative draft EIS/EIR and participated in an extensive community participation program.
- **Interstate 880/Cypress Replacement Project—Oakland, California.** Served as document coordinator for the EIS/EIR assessing alternatives for replacing the Cypress Viaduct in Oakland that was destroyed by Loma Prieta Earthquake.
- **U.S. Highway 101 High Occupancy Vehicles Gap Closure Project—Marin County, California.** Served as project manager for this Caltrans project to close the gap in the high occupancy vehicle lanes network in Marin County. The consultant team prepared natural environment, traffic operations, and noise impact assessments. Impacts assessment included identifying mitigation measures for relocating the Northwestern Pacific Railroad right-of-way parallel to the proposed widening.

**Metropolitan Transportation Authority of Harris County, Texas.** Senior Environmental Planner.

- **Houston, Texas, System Connector Loop Corridor AA/DEIS.** The Metropolitan Transportation Authority of Harris County (METRO) conducted an AA/draft EIS to consider transit options for the central core of Houston. Served as task manager for social and cultural impacts assessment. Conducted historic architectural field surveys,

directed subconsultants preparing cultural resource, Section 4(f) and socioeconomic analyses, and prepared draft EIS sections.

- **Environmental Assessments.** As the senior planner for METRO, prepared NEPA environmental assessments to FTA requirements for bus transit centers, park-and-ride lots, and the conversion of historic rail freight depot into a bus operating facility.

### **SPECIAL TRAINING**

Course work in Real Estate Appraisal, University of Houston, Texas, 1984  
Introduction to Federal Projects and Preservation Law, 1991

### **PROFESSIONAL MEMBERSHIPS**

Association of Environmental Professionals  
San Francisco Urban Planning and Research

## PUBLICATIONS

Davis, M. 1992. A review of *Assessing the Future: A Sensitivity Analysis of Highway and Roadway Improvements on Growth in the San Francisco Bay Area*. Association of Environmental Professionals.

Davis, M. (contributing ed.). 1988-1990. *The Design Review of Houston*.

# Table 1

Environmental Technical Analyses			
Technical Area	Program-level Analysis Requirements	Recommended Methodology	Agency/Entity Having Jurisdiction and Regulatory Mandate
Ground and Surface Water Resources/ Floodplain	Assess effects of the project on aquifers, surface waters, and beneficial values of the floodplain.	Identify resources; map transverse and lateral crossings of waterways and <b>FRIM</b> -documented 100-year floodplains. Identify impacts based on area. Propose best management practices and construction methods to be considered for inclusion in project-level CEQA reviews.	Regional Water Quality Control Boards and U.S. Army Corps of Engineers; Sections 401 and 404 Clean Water Act. U.S. Coast Guard for navigable waterways under Rivers and Harbors Act. California Department of Fish and Game for 1601-03 Streambed Alteration Agreements.
Wetlands	Identify potential jurisdictional wetlands and special aquatic sites inside corridors. Disclose general total area of wetlands that may be affected, depending on availability of delineation data.	Use existing Wetlands Information System GIS data and documentation as available. Compare potential temporary and permanent impacts to sites in acres. Provide general assessment of functions and values. Consider countywide avoidance, minimization, and mitigation approaches to address future impacts that may be identified in future project-level environmental documents.	U.S. Army Corps of Engineers and Regional Water Quality Control Boards; Section 404 Clean Water Act.
Coastal Resources	Assess affects on San Francisco Bay including Suisun Marsh.	Identify existing coastal resources. Determine general potential for effects to Bay resources. Provide general assessment of types of impacts and potential approaches to countywide avoidance, minimization, and mitigation.	San Francisco Bay Conservation and Development Commission. National Oceanic and Atmospheric Administration federal Coastal Zone Management Act.
Air Quality	Disclose potential change in regional air quality, based on transportation emissions	Conduct countywide air pollutant dispersion burden analysis using travel demand forecast data prepared for Countywide Transportation Plan update, if available. If	Federal and State Clean Air Acts, Bay Area Air Quality Management District.

113

Environmental Technical Analyses			
Technical Area	Program-level Analysis Requirements	Recommended Methodology	Agency/Entity Having Jurisdiction and Regulatory Mandate
	related to alternatives	not available, conduct qualitative comparison of build versus no-project scenarios and assess potential for beneficial or negative impacts to result from the Plan components.	
Threatened and Endangered Species	Determine potential for presence of listed species in project area and the potential for “take” of species or use habitat critical to the survival of species.	Use available California Environmental Resources Evaluation System (CERES) mapping of species distribution and existing information from the Habitat Conservation Plan (HCP) inventory to determine if habitat for special status-species exists in project’s construction rights-of-way. Conduct reconnaissance-level field surveys to assess a habitat’s presence and value for up to five locations. Propose countywide avoidance, minimization, and mitigation approaches to address impacts that may be identified in future project-level environmental documents.	US Fish and Wildlife Service, National Marine Fisheries Service, and California Department of Fish and Game under Endangered Species Act and California Endangered Species Act.
Parks and Recreation / Wildlife Refuge	Identify facilities within and adjacent to site-specific projects. Identify potential “use” or “take.” Include adopted public pedestrian / bicycle trails.	Use existing mapping from Solano County and municipalities to review adopted and pending land use and resource conservation plans. Identify potential direct use of facilities or secondary impacts to facilities. Document best management practices to avoid secondary impacts, propose avoidance and mitigation measures.	Federally-protected lands including parks and refuges under stewardship of Bureau of Land Management, US Forest Service, US Fish and Wildlife Service, US Park Service. For FRA documentation lands deemed Section 4(f) and 6(f) resources. State parklands and refuges owned/managed by California Department of Fish and Game, State Lands Commission, regional land trusts or other public conservation land trusts.
Historic and Cultural Resources	Identify known historic and archaeological	Review available cultural resource inventories of Solano County and municipal	California Register and State Historic Preservation Officer

<b>Environmental Technical Analyses</b>			
<b>Technical Area</b>	<b>Program-level Analysis Requirements</b>	<b>Recommended Methodology</b>	<b>Agency/Entity Having Jurisdiction and Regulatory Mandate</b>
	resources and sensitive areas where resources are likely to be present.	governments and conduct informal consultation with regional, county, and local historical organizations. Map resources within limits of site-specific improvements. Identify potential types of impacts to historic properties and districts and archaeological sites.	
Farmland	Identify farmland types and disclose loss / conversion of farmlands.	Use existing land use maps, soil maps, and Federal Resource Conservation Service data to identify prime farmland and farmland of statewide importance. Identify potential impacts to farmland conversion due to right-of-way acquisition and future implementation of site-specific projects and discuss potential for plan components to result in loss of farmlands. Propose mitigation measures.	Natural Resource Conservation Service
Land Use Compatibility	Identify consistency of project alternatives with adopted federal, state, regional, and local land use plans and policies.	Consult land use and zoning plans adopted by jurisdictions within project corridors. Identify established land use planning policies, including specific area plans. Identify changes in land use and zoning designations required to construct site-specific improvements included in the plan. Compare alternatives. Propose design considerations and mitigation measures to avoid or minimize incompatible land use effects of the future project.	State Lands Commission, Metropolitan Transportation Commission, county planning agencies and local municipalities.
Soils / Slopes Constraints	Identify general areas where project construction or	Identify geotechnical features of the county and impacts that would result from site-specific improvements included in the Plan.	Natural Resources Conversation Service

<b>Environmental Technical Analyses</b>			
<b>Technical Area</b>	<b>Program-level Analysis Requirements</b>	<b>Recommended Methodology</b>	<b>Agency/Entity Having Jurisdiction and Regulatory Mandate</b>
	operation could result in unstable geotechnical conditions affecting project patrons, adjacent communities, or natural resources	Compare special geologic zones. Identify design standards or mitigation measures that would be required to avoid or minimize impacts resulting from local geotechnical conditions.	
Visual Assessment	Disclose changes in the visual environment caused by plan components.	Use American Society for Landscape Architects/ Federal Highway Administration (ASLA/FHWA) guidance for assessing transportation project visual impact. Document existing visual character and compare future no-project and with project conditions. Identify designated or protected viewsheds or view corridors. Identify potential impacts of site-specific improvements and potential visual changes resulting project future construction.	State, county, or local planning documents establishing scenic corridors or easements.
Noise and Vibration	Identify potential for the project to cause significant noise / vibration impacts to sensitive receptors.	Use available land use maps to identify locations where existing noise-sensitive receptors may experience increased traffic noise. Describe typical mitigation measures and procedures for noise and vibration assessments as part of project level CEQA analysis.	Local noise ordinances
Seismic Analysis	Identify public safety concerns that would be created by placement of the plan components in seismically active zones.	Identify known earthquake faults and special study zones proximate to site-specific plan components. Recommend seismic design criteria as avoidance / minimization measures.	
Hazardous Material / Waste Constraints	Disclose potential for hazardous materials /	Discuss types of hazardous wastes that may be present at locations of site-specific	Federal Environmental Protection Agency (Comprehensive Environmental Response &

<b>Environmental Technical Analyses</b>			
<b>Technical Area</b>	<b>Program-level Analysis Requirements</b>	<b>Recommended Methodology</b>	<b>Agency/Entity Having Jurisdiction and Regulatory Mandate</b>
	wastes to be present within project corridors.	improvements based on available information.	Liability Act/Resource Conservation & Recovery Act), State Environmental Protection Agency, State Department of Toxic Substances Control, county and local hazardous materials handling, treatment, and disposal ordinances.
Energy	Discuss energy usage of technologies	Prepare qualitative analysis of energy usage of transportation improvements including potential for conservation resulting from implementation of Plan components that are typically considered to be transportation demand management and energy conservation measures.	
Construction Impacts	Disclose typical potential construction period effects of implementing plan components	Define typical construction methods for plan components. Prepare general description of types of construction period effects. Defer full impacts assessment until project level environmental review.	
Socioeconomics (inclusive of business / residential relocation)	Identify potential social and economic changes to communities resulting from the plan.	Identify general locations in which residential and non-residential displacements would likely occur with the implementation of the plan. Identify potential impacts to community facilities (e.g., schools, community centers, fire stations), insertion of barriers to neighborhood / social interaction, or changes in access that would degrade public or emergency service provision. Determine if plan components would place barriers to elderly or handicapped residents. Define mitigation measures or alignment modifications.	

117

<b>Environmental Technical Analyses</b>			
<b>Technical Area</b>	<b>Program-level Analysis Requirements</b>	<b>Recommended Methodology</b>	<b>Agency/Entity Having Jurisdiction and Regulatory Mandate</b>
Access, Traffic, and Parking	Disclose the future traffic and parking supply demands generated by the plan.	Refer to available travel demand forecast information to call out locations where communities may experience increased localized traffic due to plan components. Describe typical traffic effects of plan components. Describe traffic impact analyses for subsequent project specific CEQA reviews. Provide qualitative comparison to no-project scenario. Describe typical mitigation measures.	
Public Safety	Identify potential safety concerns generated by Plan components.	Identify safety considerations of plan components such as at-grade crossings for commuter rail, pedestrian/non-motorized facility integration into the transportation system and other potential issues related to plan components. Describe project-level CEQA review approaches and typical mitigation measures.	
Mineral Resources	Identify mineral resources that would be extracted or used by the project	Review county and local municipal planning documents to identify unique mineral resources that may exist within the County and describe potential impacts that could result from implementation of plan components. Identify typical mitigation measures that would be considered in project specific CEQA reviews.	
Population / Housing	Determine potential for the plan to affect population trends and affect demand for housing.	Use local and regional databases to determine population trends and housing supplies. Assess potential for plan components to influence trends at a regional and local scale. Determine consistency with	

<b>Environmental Technical Analyses</b>			
<b>Technical Area</b>	<b>Program-level Analysis Requirements</b>	<b>Recommended Methodology</b>	<b>Agency/Entity Having Jurisdiction and Regulatory Mandate</b>
		established community plans. Identify potential amendments required to community plans to address population and housing demand generated by Plan components.	
Public Services	Disclose potential for the plan to increase demand for public services.	Qualitatively discuss the potential for the plan to generate demand for additional public schools, community services, emergency services, libraries, fire stations, etc. Identify community planning actions required to address demand, if generated.	
Utilities / Service Systems	Identify need for new or expanded utility and service systems generated by the plan.	Assess the potential for the plan to require the upgrade or installation of new utilities and service systems. Describe project level CEQA analyses and typical mitigation approaches.	
Cumulative Effects	Disclose potential for the plan to create cumulative effects when combined with other past, present, or future actions.	Identify environmental categories in which the plan could have negative or beneficial impacts. For those categories, conduct impacts assessment of projects that when combined with plan components, could result in impacts that would not happen otherwise.	

119



April 2, 2002

«First» «Last»  
«Company»  
«Address»  
«City», «State» «Zip»

**SUBJECT: Solano County Transportation Sales Tax Expenditure Plan Development –  
Advisory Committee**

Dear «First»:

The Solano Transportation Authority (STA) is in the process of initiating the development of an expenditure plan for key transportation projects in Solano County that could be taken to the voters in November 2002 for approval of a sales tax program. We are inviting you to become a member of a countywide advisory committee to help guide development of the expenditure plan.

Committee members will represent business, environmental, community and public sector interests throughout the county. Attached you will find a list that includes names and associations of all individuals invited to be committee members. This list may be augmented as additional interests are identified.

Smith, Kempton and Watts, STA's consultants, will host periodic meetings with the committee to obtain input and direction. Because your time is valuable, no more than three meetings of the Committee will be scheduled over a four month time period.

The Advisory Committee kick-off meeting (including a light lunch) is scheduled for Monday, April 29, 2002, from 12:30 to 2:00 PM, at the Travis Federal Credit Union, One Travis Way in Vacaville. This meeting will focus on the overall objectives of the expenditure plan/sales tax measure, gathering input on the development of the plan and key projects to be included.

Please accept this invitation to participate in this important process that will guide Solano County's future transportation investment. STA will be contacting you via phone to verify your willingness to be a committee member. If you have any questions or comments, please contact Daryl Halls, STA's Executive Director, or Janice Sells, Program Manager at 707.424.6075.

Sincerely,

John Silva, Chair  
Solano Transportation Authority  
Solano County Board of Supervisors

Jim Spering, Vice Chair  
Solano Transportation Authority  
Mayor, City of Suisun City

March 29, 2002

«First» «Last»  
«Company»  
«Address»  
«City», «State» «Zip»

**SUBJECT: Solano County Transportation Sales Tax Expenditure Plan Development – Advisory Committee**

Dear «First»:

The Solano Transportation Authority (STA) is in the process of initiating the development of an expenditure plan for key transportation projects in Solano County that could be taken to the voters in November 2002 for approval of a sales tax program. We are inviting various organizations to designate one member to participate on an advisory committee to help guide the plan.

Committee members will represent business, environmental, community and public sector interests throughout the county. Attached you will find a list that includes names and associations of all individuals invited to be committee members. This list may be augmented as additional interests are identified.

Smith, Kempton and Watts, STA's consultants, will host periodic meetings with the committee to obtain input and direction. Because time is valuable, no more than three meetings of the Committee will be scheduled over a four-month time period.

The Advisory Committee kick-off meeting (including a light lunch) is scheduled for Monday, April 29, 2002 from 12:30 – 2:30 PM at the Travis Federal Credit Union, One Travis Way in Vacaville. This meeting will focus on the overall objectives of the expenditure plan/sales tax measure, gathering input on the development of the plan and key projects to be included.

Accept this invitation to participate in this important process that will guide Solano County's future transportation investments. Please select one representative to participate in the Advisory Committee process. STA will be contacting you via phone to verify your willingness to be a committee member. If you have an immediate questions or comments, please contact Daryl Halls, STA's Executive Director, at 707.424.6075.

Sincerely,

John Silva, Chair  
Solano Transportation Authority  
Solano County Board of Supervisors

Jim Spering, Vice Chair  
Solano Transportation Authority  
Mayor, City of Suisun City

Key	First	Last	Representing
	Tomi	Vandebrooke	Fairfield/Suisun C of C
	Tad	Tobitt	Fairfield/Suisun C of C
	Rudy	Manfredi	Small Employer
	Gary	Andrews	Transportation Action Team
	Tom	Chowaniec	Transportation Action Team
	Ed	Schaffnit	Transportation Action Team
	Kevin	English	Vacaville Chamber of Commerce
	Bill	Tanner	Large Employer
	Steve	Lessler	Small Employer
	John	Ash	Transportation Action Team
	Jeff	Brown	Transportation Action Team
	Bruce	Reed-Goodmiller	Transportation Action Team
	Frank	Jackson	Transportation Action Team
	David	Esparza	Transportation Action Team
	Beverly	Gilmore	Transportation Action Team
	Don	Erickson	Transportation Action Team
	Gary	Gray	Transportation Action Team
	Dick	Brann	Senior Representative
	Abe	Bautista	Handicapped/Paratransit
	Kathy	Hoffman	Environmental Groups
	Bob	Berman	Environmental Groups
	Larry	Greene	Environmental Groups
	Stan	Arterberry	Education
			STA Board of Directors (FF)
	Bernice	Kaylin	Public Member
	Phil	McCaffrey	Student
	Bob	Purvis	Travis AFB
	Gary	Falati	School Board
			Transit Rider
			Vanpool Driver
			Solano Works
			Bicycle Advisory Committee
			Highway 12 Association
			Fire Departments
			CHP
			Service Unions
			Teachers
	Roger	Wilson	Unions
	Lou	Franchimon	Unions
	Jeff	Hobson	Environmental
	Rischa	Slade	STA Board of Directors
	John	Silva	Board of Supervisors
	Skip	Thomson	Board of Supervisors
	Vern	Sandusky	Benicia Chamber of Commerce
x	Jack	Batchelor	Dixon Chamber of Commerce
x	John	Bento	Rio Vista Chamber of Commerce

Key	First	Last	Representing
x	Steve	Messina	Benicia City Council
x	Mary Ann	Courville	Dixon City Council
x	Karin	MacMillan	Fairfield City Council
x	Marci	Coglianesse	Rio Vista City Council
x	Jim	Spering	Suisun City Council
x	David	Fleming	Vacaville City Council
x	Tony	Intintoli	Vallejo City Council
xx	Pam	Belchamber	Transit
xx	Morrie	Barr	STA TAC
xx	Natalie	Dumont	Greenbelt Alliance



DATE: April 3, 2002  
TO: STA Board  
FROM: Janice Sells, Program Manager/Analyst  
RE: Legislative Report

**Background:**

The attached Legislative Matrix has been updated with most recent activity on identified bills. Several new bills have been added for consideration by the STA Board.

**Discussion:**

**State Legislation**

**AB 2535 (Diaz)** – This bill would require the Caltrans to create and publish an annual highway congestion monitoring report for the freeway system within the 9 counties of the San Francisco Bay Area.

*STA staff recommends a Support position on AB2535.*

**SB 1262 (Torlakson)** - This bill would require that not less than 10% of the local and regional State Transportation Improvement Program. (STIP) capital funds shall be used for transportation incentive grants to cities and counties that promote housing and development patterns with higher densities and greater proximity to jobs, schools and businesses. The bill would establish conditions and terms for awarding the grants, "grandfather" any existing equivalent grant program, and make the provisions applicable in all counties with a population over 200,000.

*STA staff recommends an Oppose position on SB 1262.*

**SJR 36 (Murray)** – This measure would support the efforts of the House of Representatives (HR 3694) and the United States Senate (S 1917) to restore federal highway funding for 2003 to the levels of anticipated in the Transportation Equity Act for the Twenty-First Century.

*STA staff recommends a Support position on HR 3694, S 1917 and SJR 36.*

## **Federal Legislation**

**S 1991 (Hollings)** - This bill would establish a national rail passenger transportation system, reauthorize Amtrak, improve security and service on Amtrak, and to promote and fund passenger rail services throughout the country. This bill would allocate \$4.6 billion annually.

*STA staff recommends a Support position on S 1991.*

### **Recommendation:**

Approve recommended positions and direct STA staff to take appropriate action on the following: 1. Support on AB 2535 (Diaz), 2. Oppose on SB 1262 and 3. Support on SJR 36 HR 3694 and S 1917 and 4. Support on S 1991.

***Solano Transportation Authority***  
***2002 Legislative Matrix***  
***April 2, 2002***

***State Legislation***

<b>State Legislation Bill/Author</b>	<b>Subject</b>	<b>Status</b>	<b>Position</b>
<b>AB 419 (Dutra)</b> Transportation: Design –Build Contracts	This bill would authorize until January 1, 2010, certain transportation authorities to enter into certain design-build contracts. The bill would require the transportation authorities to use a design build process for bidding on transportation projects, including a requirement that certain information be verified under oath. The bill would require authorities to report to the Legislature regarding implementation of the design-build process. It would also authorize the department until 1/1/10, to enter into 3 design-build contracts, as defined, for the design and construction of transportation projects that are funded from the Traffic Congestion Relief Fund and have a total capital cost of not more than \$25,000 each.	SEN Transportation (hearing canceled at the request of author)	
<b>AB 666 (Dutra)</b> Acceleration of Highway Projects	This bill would reenact provisions repealed in 1997 relative to accelerated processing for state highway projects meeting specified criteria. The bill would authorize the Director of Transportation to preliminarily designate an eligible state highway project for acceleration, allow state and local agencies to object and require project to which objection has been made to be referred to an acceleration panel. The bill would also require Caltrans upon final designation to complete all engineering, right-of-way acquisition, and other matters preliminary to bid within 2 years	SEN Transportation	
<b>AB 1296 (Thomson)</b> Transportation: Commuter Rail	This bill would expand the purposes for which \$35,000,000 may be expended to include intercity rail service and would specify that the service is to be between the Cities of Auburn and Dixon.	SEN Transportation Committee (Re- referred)	Support
<b>AB 2535 (Diaz)</b> Congestion	This bill would require Caltrans to create and publish an annual highway congestion monitoring report for freeway system operations within the San Francisco Bay Area.	ASM Transportation Committee	Pending
<b>SB 545 (McClintock)</b> High-Occupancy Vehicle Lanes	This bill would require Caltrans, on or before January 1, 2003, only with respect to those highways under its jurisdiction, to establish standards for all existing High-Occupancy Vehicle (HOV) lanes, and to evaluate all other HOV lanes that have been established for at least 2 years, in accordance with relevant criteria. The bill would require that Caltrans' engineering estimates include a traffic model study comparing	ASM Appropriations (Hearing canceled at the request of author)	

	the alternatives of establishing HOV lanes, high-occupancy toll lanes, mixed-flow lanes or not establishing additional lanes. The bill would require that analysis results of the study and methodology be documented and a certification of competency of the results for an HOV lane project be required for inclusion of the project in the state transportation improvement plan. Among other things, the study would evaluate relationships between public transit service and usage, and introduction and usage of HOV lanes in a given corridor. A model would be developed evaluating impact on public transit if HOV lanes are not used. (Amended 7/17/01)		
<b>SB 873 (Torlakson)</b> San Francisco Bay Area Regional Transit Expansion Agreement	This bill would require MTC, in cooperation with the congestion management agencies of the counties of Alameda, Contra Costa, San Mateo, Marin, Sonoma, Napa, Solano and Santa Clara, and the city and county of San Francisco, to develop a regional transit expansion agreement for the San Francisco Bay Area by 6/30/02. Would permit the agreement to include the results of certain rail extension studies and information concerning any project being evaluated as a potential rail extension in San Mateo County and in the city and county of San Francisco. (Amended 6/14/01)	Assembly Transportation Committee (suspended)	
<b>SB 1243 (Torlakson)</b> Merging of MTC and ABAG  128	This bill would require the MTC to meet with ABAG for the purpose of conducting a study on the feasibility of merging the functions of the MTC and those of ABAG into a new regional government commission, and to make a report to the Legislature, no later than January 1, 2004. By increasing the duties of a local agency, the bill would impose a state-mandated local program.	SEN Local Government (hearing canceled at the request of author)	Oppose
<b>SB 1262 (Torlakson)</b> Streets and Highways: local transportation capital improvement projects	This bill would provide <i>until December 31, 2009</i> , for county with more than 200,000 residents that not less than 10% of the funds available for regional improvements shall be used for county transportation incentive programs that reward local jurisdictions that promote new development programs that reduce traffic congestion, provide a better balance of other developments that are within walking distance of local schools, shops, and businesses. The bill would require each county transportation program to base its awards on certain criteria. <i>The bill would require the Department of Transportation, in collaboration with the Department of Housing and Community Development, to issue a report evaluating this program by December 31, 2009.</i> (Amended 3/12/02)	SEN Transportation (re-referred to the Committee on Appropriations 4/2/02))	Pending
<b>SB 1491 (Perata)</b> Transportation: San Francisco Bay Area Regional Transit Policy Board	This bill would abolish the regional transit coordinating council and would establish the San Francisco Bay Area Regional Transit Policy Board which would assume the council's functions and would provide advice to the Metropolitan Transportation Commission on regional transit planning and expansion issues, thereby imposing a state-mandated local program. The bill would require transit expansion policy be adopted by July 1, 2005. This bill would prohibit the regional transit plans from being submitted to the commission until certain approval and ratification conditions have	SEN Transportation (passed, but re-referred to the Committee on Appropriations – 4/2/02)	Watch

	been met. The bill would require each agency or operator that appoints a member to the board to make specified monetary and staff support contributions to the board on an annual basis.		
<b>SB 1492 (Parata)</b> Transportation Metropolitan Transportation Commission	This bill would impose a state-mandated local program by requiring MTC to establish certain goals and measurable objectives for <i>planning corridors and subcorridors</i> and to establish performance measurement criteria to evaluate certain new transportation projects and programs in, the regional transportation plan. The bill would provide that, if the commission finds that in order to carry out the performance measurement criteria, goals, and objectives it intends to submit or submits an application for funds to the State Mandates Commission, it would not be required to meet these requirements. This bill would provide that if the Legislature finds there is no mandate contained in the bill that will result in costs incurred by a local agency or school district for a new program or higher level of service, which require reimbursement pursuant to these constitutional and statutory provisions. (Amended 4/2/02)	SEN Transportation (Passed, but re-referred to the Committee on Appropriations)	Watch
<b>SCA 3 (Karnette)</b> Transportation: Motor Vehicle Fuel Taxes: additional uses  129	This bill would amend the State Constitution to expressly authorize capital, maintenance, and operating costs for public mass transit vehicles as a purpose for which revenues from motor vehicle fuel taxes and motor vehicle fees and taxes may be expended.	SEN Transportation (Failed passage in committee – Reconsideration granted)	Watch
<b>SCA 5 (Torlakson)</b> Local Government: Sales Taxes: Transportation and Smart Growth Planning	This measure would amend the State Constitution to authorize <del>a local government</del> <i>the county, city and county, or the Metropolitan Transportation Commission</i> , with approval of a majority of its voters voting on the proposition, to impose a special tax <i>for the privilege of selling tangible personal property at retail</i> that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services <i>and smart growth planning</i> . (Last amended 2/13/02)	SEN Appropriations (Amended and re-referred to committee)	
<b>SJR 36 (Murray)</b> Federal Highway Funding	This measure would support the efforts of the House of Representatives and the United States Senate to restore federal highway funding for 2003 to the levels anticipated in the Transportation Equity Act for the Twenty First Century.	ASM Transportation (Re-referred to Committee on Appropriations).	Pending

***Solano Transportation Authority***  
***2002 Legislative Matrix***  
***April 2, 2002***

***Federal Legislation***

<b>Federal Legislation Bill/Sponsor</b>	<b>Description</b>	<b>Status</b>	<b>Position</b>
<b>HR 3694 (Young)</b> Highway funding Restoration Act	This bill would provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21 <sup>st</sup> Century	HOUSE Transportation and Infrastructure (referred to House committee)	Pending
<b>S 1917 (Jeffords)</b> Highway funding Restoration Act	This bill would provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21 <sup>st</sup> Century	SENATE (referred to the Committee on Environment and Public Works)	Pending
<b>S 991 (Hollings)</b> National Defense Rail Act	This bill would establish a national rail passenger transportation system, reauthorize Amtrak, improve security and service on Amtrak, and to promote and fund passenger rail services throughout the country. This bill would allocate \$4.6 billion annually.	SENATE Committee on Commerce, Science and Transportation	Pending

## CURRENT BILL STATUS

MEASURE : A.B. No. 2535  
AUTHOR(S) : Diaz.  
TOPIC : Transportation congestion report.  
HOUSE LOCATION : ASM

## TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
Majority Vote Required  
Non-State-Mandated Local Program  
Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 03/07/2002  
LAST HIST. ACTION : Referred to Com. on TRANS.  
COMM. LOCATION : ASM TRANSPORTATION  
COMM. ACTION DATE : 04/08/2002  
COMM. ACTION : Set, first hearing. Hearing cancelled at the request of  
author.  
HEARING DATE : 04/08/2002

TITLE : An act to add Section 14032.6 to the Government Code,  
relating to transportation.

BILL NUMBER: AB 2535      INTRODUCED  
BILL TEXT

INTRODUCED BY    Assembly Member Diaz

FEBRUARY 21, 2002

An act to add Section 14032.6 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2535, as introduced, Diaz. Transportation congestion report.

Existing law grants the Department of Transportation the full possession and control of all state highways and imposes on the department the duty to improve and maintain those highways. Existing law requires the department to provide specified reports to the California Transportation Commission.

This bill would require the department to create and publish an annual highway congestion monitoring report for the freeway system within the 9 counties of the San Francisco Bay Area.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 14032.6 is added to the Government Code, to read:

14032.6. The department shall create and publish an annual highway congestion monitoring report that documents the traffic performance of the freeway system within the nine counties of the San Francisco Bay Area. The report shall be based on the department's District 4 Office of Highway Operations travel time inventory for the year. The report shall reflect the levels of congestion on the San Francisco Bay Area's freeway system, including during peak commute periods, shall identify locations of recurrent traffic congestion, and shall document the magnitude of the congestion.



## CURRENT BILL STATUS

MEASURE : S.B. No. 1262  
AUTHOR(S) : Torlakson.  
TOPIC : Streets and highways: local transportation capital  
improvement projects.  
HOUSE LOCATION : SEN  
+LAST AMENDED DATE : 03/12/2002

## TYPE OF BILL :

Active  
Non-Urgency  
Non-Appropriations  
Majority Vote Required  
Non-State-Mandated Local Program  
Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 03/27/2002  
LAST HIST. ACTION : Set for hearing April 2.  
COMM. LOCATION : SEN TRANSPORTATION  
COMM. ACTION DATE : 04/02/2002  
COMM. ACTION : Do pass, but re-refer to the Committee on Appropriations.  
COMM. VOTE SUMMARY : Ayes: 08 Noes: 03 PASS

TITLE : An act to amend Section 164 of the Streets and Highways  
Code, relating to streets and highways.

BILL NUMBER: SB 1262 AMENDED  
BILL TEXT

AMENDED IN SENATE MARCH 12, 2002

INTRODUCED BY Senator Torlakson

JANUARY 14, 2002

An act to amend Section 164 of the Streets and Highways Code, relating to streets and highways.

LEGISLATIVE COUNSEL'S DIGEST

SB 1262, as amended, Torlakson. Streets and highways: local transportation capital improvement projects.

Existing law requires that state transportation funds remaining after deducting expenditures for administration, operation, maintenance, local assistance, safety, and rehabilitation, shall be available for capital improvement projects in the state transportation improvement program. Existing law requires 25% of these funds to be used for interregional improvements and 75% for regional improvements.

This bill would provide *until December 31, 2009*, for a county with more than 200,000 residents , that not less than 10% of the funds available for regional improvements shall be used for county transportation incentive programs that reward local jurisdictions that promote new development programs that reduce traffic congestion, provide a better balance of housing located near area employers, and promote new housing and other developments that are within walking distance of local schools, shops, and businesses. The bill would require each county transportation program to base its awards on certain criteria. *The bill would require the Department of Transportation, in collaboration with the Department of Housing and Community Development, to issue a report evaluating this program by December 31, 2009.*

Vote: majority. Appropriation: no. Fiscal committee:  
~~no~~ yes . State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) California will experience significant population growth in the coming decades.

(b) Major investments have and will be made in public transit infrastructure throughout California. The use of this infrastructure depends on local decisions about the location of jobs and housing to better manage traffic flow and to direct new development and fiscal resources to revive existing urban centers, especially central business districts and infill sites.

(c) Ensuring that transit facilities are surrounded by compact, mixed-use development is a key to increase transit ridership and reducing reliance on the automobile for all trips.

(d) Therefore, it is the intent of the Legislature to develop an incentive-based strategy to encourage the construction of infill

housing and commercial and retail development within opportunity zones in cities, suburbs and towns and to provide local governments with transportation funding to reward the approval and construction of infill housing and other developments.

SEC. 2. Section 164 of the Streets and Highways Code is amended to read:

164. (a) Funds made available for transportation capital improvement projects under subdivision (e) of Section 163 shall be programmed and expended for the following program categories:

(1) Twenty-five percent for interregional improvements.

(2) Seventy-five percent for regional improvements.

(b) Sixty percent of the funds available for interregional improvements under paragraph (1) of subdivision (a) shall be programmed and expended for improvements to state highways that are specified in Sections 164.10 to 164.20, inclusive, and that are outside the boundaries of an urbanized area with a population of more than 50,000, and for intercity rail improvements.

(c) Not less than 15 percent of the amount of funds programmed under subdivision (b) shall be programmed for intercity rail improvement projects, including separation of grade projects.

(d) Funds made available under paragraph (1) of subdivision (a) shall be used for transportation improvement projects that are needed to facilitate interregional movement of people and goods. The projects may include state highway, intercity passenger rail, mass transit guideway, or grade separation projects.

(e) Funds made available under paragraph (2) of subdivision (a) shall be used for transportation improvement projects that are needed to improve transportation within the region. The projects may include, but shall not be limited to, improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, safety, and providing funds to match federal funds.

(f) Not less than ten percent of the funds made available under paragraph (2) of subdivision (a) in each county shall be used for a transportation incentive program to reward local jurisdictions that promote development patterns that reduce traffic congestion, provide a better job-housing balance, and promote new housing and other developments within walking distance of local shops, schools, and businesses. Each county transportation incentive program shall do the following:

(1) Make available transportation dollars as a reward to local jurisdictions that approve developments, including, but not limited to, new housing in "infill" locations that are in close proximity to shops, schools, and businesses.

~~(2) Not reduce the amount of transportation funding spent within any county due to the rewards to local jurisdiction being offered in the form of transportation grants for local capital improvements.~~

(2) *Not use any transportation incentive grants for nontransportation purposes. Funds made available under the transportation incentive grant programs pursuant to subdivision (f) shall be used for transportation projects, including, but not limited to, state highways, local streets and roads, public transit, intercity rail, pedestrian and bicycle facilities, railroad-highway grade separation, transportation demand management, intermodal facilities, safety, and providing funds to match federal funds.*

(3) Provide awards only in the form of transportation grants to local jurisdictions ~~for~~ . Local

*jurisdictions may qualify for the transportation incentive grants by expediting development projects that have been proposed but have not been permitted. The transportation incentive programs shall not provide rewards to local jurisdictions for developments that have already secured construction permits. Each county transportation incentive program shall place a time limit on each local jurisdiction awarded a transportation grant under the program within which the project must secure its construction permits and break ground.*

*(4) Consider the following:*

*(A) Providing a base financial incentive on a per unit, per bedroom, or per square foot basis.*

*(B) Providing higher incentives for affordable and below market rate housing units.*

*(C) Providing higher incentives for housing with higher densities.*

*(D) Providing higher incentives for design features that encourage walking, bicycling, and safe and convenient bicycle and pedestrian access.*

*(E) Providing higher incentives for projects located within one-third mile of a transit station.*

*(F) Establishing criteria for minimum densities for housing projects that are above county average for minimum density.*

*(G) Establishing criteria for minimum distance from transit stations in counties that have adequate and frequent public transit services.*

*(H) Establishing a requirement for the transportation incentive grant to be used adjacent to the development project or at least within a half-mile of the project in order to create a geographic nexus between the transportation grant and the qualifying development project.*

*(I) Establishing penalties for local jurisdictions where housing or other development projects that qualify for and receive the transportation incentive grant break ground but fail to reach completion.*

*(5) Be developed by the appropriate regional transportation planning agency or county transportation commission and tailored to fit the local conditions of each individual county.*

*(6) Apply only to counties with a population greater than 200,000 residents.*

*(7) Allow regions and counties that have established or will establish a transportation incentive program by January 1, 2004, designed to encourage infill housing and other forms of development according to certain density criteria equivalent to the criteria defined in subparagraphs (A) to (I), inclusive, of paragraph (4), to substitute additional forms of transportation funding to meet the 10 percent requirement for the transportation incentive program and take credit for their existing programs to fulfill the requirements of this subdivision.*

*(8) Award funds for qualifying development projects on a first-come first-served basis to ensure that funds are spent in a timely manner consistent with the requirements of Section 14529.8 of the Government Code. These funds shall be eligible for expenditure upon the date the qualifying development project breaks ground. Notwithstanding Section 14529.8 of the Government Code, the California Transportation Commission shall allow any regional transportation improvement program funds eligible for use in the transportation incentive grant program required by subdivision (f) to be held in reserve. In the event of a project failure, counties and regions shall not lose regional transportation improvement program*

*funds reserved for the transportation incentive grant program to another county or region, but may reprogram these funds in their existing regional transportation improvement program.*

*(9) Transportation incentive grant programs outlined under this subdivision shall be effective with the development of the 2004 Statewide Transportation Improvement Program. The requirements of this section shall not impact existing commitments in the 2002 State Transportation Improvement Program.*

*(10) The California Department of Transportation, in collaboration with the California Department of Housing and Community Development, shall issue an evaluation of the transportation incentive grant program developed under the criteria in subdivision (f) by December 31, 2009.*

*(11) This subdivision shall become inoperative on December 31, 2010, and shall have no force or effect on and after that date.*

SENATE TRANSPORTATION COMMITTEE  
SENATOR KEVIN MURRAY, CHAIRMAN  
torlakson

BILL NO: SB 1262  
AUTHOR:

Analysis by: Steve Schnaidt

VERSION: 3/12/02  
FISCAL: yes

SUBJECT:

Transportation Incentive Grant Programs.

DESCRIPTION:

This bill would require that not less than 10% of the local and regional State Transportation Improvement Program (STIP) capital funds shall be used for transportation incentive grants to cities and counties that promote housing and development patterns with higher densities and greater proximity to jobs, schools and businesses. The bill would establish conditions and terms for awarding the grants, "grandfather" any existing equivalent grant program, and make the provisions applicable in all counties with a population over 200,000.

The grant provisions would become effective with the 2004 STIP cycle and continue through December 31, 2010.

ANALYSIS:

Existing law requires that state transportation funds remaining after deducting expenditures for administration, operation, maintenance, local assistance, safety, and rehabilitation, shall be available for capital improvement projects in the State Transportation Improvement Program. Existing law requires 25% of these funds to be used for interregional improvements and 75% for regional improvements.

The 25% interregional share of the capital funds is programmed by the state (Caltrans) for projects which facilitate the interregional movement of people and goods. This portion of the STIP is known as the Interregional Transportation Improvement Program, or ITIP. The remaining

SB 1262 (Torlakson)  
Page 2

75% of STIP funds are allocated as "county shares" through statutory distribution formulas and are available for projects in regions throughout the state. County and regional transportation agencies program these funds for transportation improvements within their jurisdictions, with the plans being known as the Regional Transportation Improvement Programs, or RTIPs.

Current law provides that RTIP funds shall be used for transportation improvement projects that are needed to improve transportation within the region. The projects may include, but are not limited to, improving state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, safety, and providing funds to match federal funds.

This bill would reserve at least 10% of the RTIP funds in each county of the state (over 200,000 population) and require that the funds be used for a new transportation incentive grant programs. Specifically, the bill would:

1. Require that the transportation grant incentive programs be used to reward local jurisdictions that promote development patterns that:
  - (a) reduce traffic congestion;
  - (b) provide a better job-housing balance; and
  - (c) promote new housing and developments within walking distance of shops, schools and businesses.
2. Restrict the use of the grants to transportation purposes (which the California Constitution already requires).
3. Require the appropriate county or regional transportation entity to develop a grant program tailored to the unique conditions of each county.
4. Limit grants to development projects which have been proposed, but not yet permitted, and require a specified time period for a rewarded project to secure all necessary permits and break ground.
5. Provide that a grant program "consider", but not necessarily require:

SB 1262 (Torlakson)

Page 3

- (a) financial incentives for (1) affordable and below market rate housing, (2) higher housing densities, (3)

- special pedestrian and non-motorized design features, and  
 (4) proximity to transit;
- (b) that the transportation grant be used within mile of  
 the development;
- (c) that there be penalties when awarded projects are not  
 completed.
6. Allow any existing, equivalent grant program to be  
 "grandfathered" for compliance and allow such programs to  
 substitute the use of other funding sources to meet the  
 10% minimum funding requirement.
7. Require that grant funds be awarded on a first-come,  
 first-served basis to promote timely expenditure, but  
 authorize the California Transportation Commission to  
 hold the county funds in reserve.
8. Retain RTIP incentive funds from failed projects within  
 the same region and allow counties and regions to  
 reprogram the funds in the existing RTIP.
9. Make the grant program effective with the 2004 STIP cycle  
 and protect project commitments in the 2002 STIP.
10. Require Caltrans to evaluate the grant program, with  
 the help of the Department of Housing and Community  
 Development, by December 31, 2009.
11. "Sunset" the program on December 31, 2010.

The 200,000 population threshold would exempt 25 of the  
 state's 58 counties which together receive approximately  
 10% of the total county share of RTIP funds. The bill  
 would be applicable to the other 90% of RTIP funds.

COMMENTS:

1. This bill was heard in part by the Committee on March 19,  
 2002 with limited testimony and without any action by the  
 Committee.

SB 1262 (Torlakson)  
 Page 4

2. According to the author and sponsor, the bill is intended  
 to provide financial incentives to local governments that  
 promote "in-fill" development in urban and suburban  
 areas. The goals of this action include reduced traffic  
 congestion, less developmental "red tape", a better  
 balance between housing and employment sites and the  
 promotion of new housing and development within walking  
 distance of schools and businesses.

Proponents state that the lack of affordable housing has reached a crisis level and that new jobs are distanced from available housing. These conditions are cited as congestion inducing influences. Proponents contend that there is local resistance and delays in approving in-fill and affordable housing and that there needs to be a positive financial incentive - transportation funds - available to address the situation.

Sponsors state that the bill is modeled after existing voluntary incentive programs in Monterey and San Mateo Counties and elsewhere in the Bay Area.

3. Opponents of the bill argue that the bill would redirect already-scarce transportation funds, "robbing Peter to pay Paul," and remove local flexibility in setting transportation priorities. They object to using local transportation funds to promote housing construction and believe there would be a significant opportunity cost from the funds' redirection, which could threaten the financial feasibility or progress of locally-important transportation projects.

Opponents also contend that despite the large shift of dollars statewide, the relatively small incentive grants available for individual housing projects in each county are alone unlikely to make a development financially feasible or overcome any local opposition.

#### 4. Policy Issues and Questions .

The bill raises a number of issues for the Committee's consideration:

(a) Should the incentive program be voluntary, with each region or county authorized to develop such a grant program, rather than there being a requirement statewide

SB 1262 (Torlakson)  
Page 5

as proposed?

(b) Should the 10% set-aside be a minimum, as proposed? The bill would reserve at least \$242 million statewide of RTIP funds in the 2004 STIP for the incentive programs. The reserve amount has no maximum, however, and potentially could encompass a much larger share of each region's transportation funds. Should any specified percentage amount be a maximum instead, and is 10% the appropriate amount? Would there be enough development proposals to use the full 10% or a higher figure in each jurisdiction?

- (c) The various local incentive programs would be unique and probably would shift the use of funds among transportation proposals within each county or region. What effects would this have on local transportation plans? Would the housing program effects be relatively consistent among jurisdictions?
- (d) Should the incentive program criteria specifically require a connection between the qualifying housing development and transportation project grant, rather than the bill's declaration only that a nexus be considered?
- (e) The new program would operate until 2009 before being reviewed. Should an earlier sunset and review date be substituted? (For example, an evaluation in 2006 after the 2004 STIP cycle concludes, with a sunset in 2007?)
- (f) Clarifications Needed :
- (1) The bill authorizes a county or region to reprogram (reallocate) grant funds in the event of a project failure. Are these funds to be reprogrammed in the 10% set-aside program or the overall RTIP? Also, in a multi-county region, can the project failure funds be reprogrammed in a different county?
  - (2) It is unclear what types or sources of funds would qualify as "substitute additional forms of transportation funding to meet the 10% requirement." Are these other local, state or federal monies? Should this be clarified or limited?
  - (3) The incentive grant program would reward "local

SB 1262 (Torlakson)  
Page 6

jurisdictions" which promote the desired development patterns. Presumably, this is a reference to cities and counties and it would seem appropriate to state this.

(4) The study to be prepared at the close of 2009 or any revised date should be submitted to some entity for review, such as the Legislature.

(5) Housing and developments proposed, but not yet permitted, would be grant eligible. "Proposed" is a relatively broad term and it may be beneficial to reference some formal proposal procedure, action or the like so that the eligible projects can be better identified.

POSITIONS: (Communicated to the Committee by Wednesday, March 27, 2002.)

SUPPORT: Surface Transportation Policy Project  
 California Association of Realtors  
 Non-Profit Housing Association of Northern  
 California  
 Corporation for Supportive Housing  
 Burbank Housing Development Corporation  
 Housing California  
 Ecumenical Association for Housing  
 Marin Housing Council  
 California Building Industry Association  
 Santa Clara County Housing Action Coalition  
 Bay Area Council (in concept)  
 Mid-Peninsula Housing Coalition  
 Latino Issues Forum  
 California Futures Network  
 BayRail Alliance  
 Planning and Conservation League  
 1 individual letter

OPPOSED: Contra Costa Transportation Authority  
 Placer County Transportation Planning  
 Authority  
 Riverside County Transportation Commission  
 San Bernardino Association of Governments  
 Transportation California  
 Associated General Contractors of California

SB 1262 (Torlakson)  
 Page 7

Associated General Contractors of San Diego

3/27/02

## CURRENT BILL STATUS

MEASURE : S.J.R. No. 36  
AUTHOR(S) : Murray (Principal coauthor: Assembly Member Dutra)  
(Coauthors: Assembly Members Chu, Havice, Kehoe, Nakano,  
Oropeza, Salinas, Simitian, and Vargas).  
TOPIC : Federal highway funding.  
HOUSE LOCATION : ASM  
+LAST AMENDED DATE : 04/01/2002

## TYPE OF BILL :

Active  
Non-Urgency  
Majority Vote Required  
Non-Fiscal  
Non-Tax Levy

LAST HIST. ACT. DATE: 04/01/2002  
LAST HIST. ACTION : Read second time. Amended. Re-referred to Com. on  
APPR.

TITLE : Relative to highway funding.

BILL NUMBER: SJR 36      AMENDED  
 BILL TEXT

AMENDED IN ASSEMBLY    APRIL 1, 2002

INTRODUCED BY    Senator Murray  
                   (Principal coauthor:    Assembly Member Dutra)  
                   (Coauthors:    Assembly Members Chu, Havice, Kehoe, Nakano,  
 Oropeza, Salinas, Simitian, and Vargas)

FEBRUARY 13, 2002

Senate Joint Resolution No. 36--Relative to highway funding.

LEGISLATIVE COUNSEL'S DIGEST

SJR 36, as amended, Murray. Federal highway funding.

This measure would support the efforts of the House of Representatives and the United States Senate to restore federal highway funding for 2003 to *not less than* the levels anticipated in the Transportation Equity Act for the Twenty-First Century.

Fiscal committee: ~~yes~~ no .

WHEREAS, The proposed federal budget for the 2003 fiscal year beginning October 1, 2003, would reduce federal highway ~~funding by nine billion one hundred million dollars (\$9,100,000,000) from the current funding level, a reduction of~~ funding by eight billion six hundred million dollars (\$8,600,000,000) from the current funding level, a reduction of nearly 30 percent; and

WHEREAS, The reduced highway funding would adversely affect California to the greatest extent and result in a funding reduction to the state in excess of six hundred million dollars (\$600,000,000), with similar, proportionate funding reductions in other states; and

WHEREAS, The projected loss of federal highway funding to California is equivalent to 25 percent of the state's anticipated and budgeted federal allocation for this purpose; and

WHEREAS, The precipitous reduction in funding would equate to a loss of 144,000 jobs nationwide and 20,000 jobs in California at a time when the states and the nation are seeking ways to stimulate economic activity and counter the effects of existing job losses and sluggish economic conditions; and

WHEREAS, A dramatically reduced, federal transportation budget would delay the completion of highway projects and programs across the country, thereby hampering efforts to provide critically needed transportation facilities, improve efficiency, reduce congestion, and increase safety to the traveling public; and

WHEREAS, The federal Highway Trust Fund has an unobligated balance of eighteen billion five hundred million dollars (\$18,500,000,000) which could be used to remedy any actual or temporary decline in federal transportation revenues and to maintain highway funding at levels anticipated in the Transportation Equity Act for the Twenty-First Century (TEA-21); and

WHEREAS, Members of the House Transportation and Infrastructure

Committee and the Senate Environment and Public Works Committee have introduced legislation to restore federal highway funding for the 2003 fiscal year and the Transportation and Infrastructure Committee has asked the General Accounting Office to reexamine the assumptions and calculations underlying the proposed federal budget reduction; now, therefore, be it

Resolved by the Senate and Assembly of the State of California, jointly, That the Legislature supports the efforts of the House of Representatives and the United States Senate to verify the accuracy of federal transportation revenue forecasts, and more importantly, to restore federal highway program funding levels to *not less than* those anticipated by the states and in the Transportation Equity Act for the Twenty-First Century (TEA-21) provisions for 2003, including the use of funds in the Highway Trust Fund to the extent necessary to maintain present allocation levels and obligational authority; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the Members of the House of Representatives and the United States Senate.

<b><i>THIS SEARCH</i></b>	<b><i>THIS DOCUMENT</i></b>	<b><i>GO TO</i></b>
<a href="#">Next Hit</a>	<a href="#">Forward</a>	<a href="#">New Bills Search</a>
<a href="#">Prev Hit</a>	<a href="#">Back</a>	<a href="#">HomePage</a>
<a href="#">Hit List</a>	<a href="#">Best Sections</a>	<a href="#">Help</a>
	<a href="#">Doc Contents</a>	

<a href="#">GPO's PDF version of this bill</a>	<a href="#">References to this bill in the Congressional Record</a>	<a href="#">Link to the Bill Summary &amp; Status file.</a>	<a href="#">Full Display - 2,695 bytes.[Help]</a>
--	---	---	---

## Highway Funding Restoration Act (Introduced in the House)

HR 3694 IH1S

107th CONGRESS

2d Session

**H. R. 3694**

To provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21st Century.

### IN THE HOUSE OF REPRESENTATIVES

**February 7, 2002**

Mr. YOUNG of Alaska (for himself, Mr. OBERSTAR, Mr. PETRI, Mr. BORSKI, Mr. BOEHLERT, Mr. RAHALL, Mr. COBLE, Mr. LIPINSKI, Mr. DUNCAN, Mr. DEFAZIO, Mr. GILCHREST, Mr. CLEMENT, Mr. HORN, Mr. COSTELLO, Mr. MICA, Ms. NORTON, Mr. QUINN, Mr. NADLER, Mr. EHLERS, Mr. MENENDEZ, Mr. BACHUS, Ms. BROWN of Florida, Mr. LATOURETTE, Mr. BARCIA, Mrs. KELLY, Mr. FILNER, Mr. BAKER, Ms. EDDIE BERNICE JOHNSON of Texas, Mr. NEY, Mr. MASCARA, Mr. TAYLOR of Mississippi, Mr. THUNE, Ms. MILLENDER-MCDONALD, Mr. LOBIONDO, Mr. CUMMINGS, Mr. MORAN of Kansas, Mr. BLUMENAUER, Mr. POMBO, Mr. SANDLIN, Mr. DEMINT, Mrs. TAUSCHER, Mr. BEREUTER, Mr. PASCRELL, Mr. SIMPSON, Mr. BOSWELL, Mr. ISAKSON, Mr. MCGOVERN, Mr. HAYES, Mr. HOLDEN, Mr. SIMMONS, Mr. LAMPSON, Mr. ROGERS of Michigan, Mr. BALDACCI, Mrs. CAPITO, Mr. BERRY, Mr. KIRK, Mr. BAIRD, Mr. BROWN of South Carolina, Ms. BERKLEY, Mr. JOHNSON of Illinois, Mr. CARSON of Oklahoma, Mr. KERNS, Mr. MATHESON, Mr. REHBERG, Mr. HONDA, Mr. PLATTS, Mr. LARSEN of Washington, Mr. FERGUSON, Mr. GRAVES, Mr. OTTER, Mr. KENNEDY of Minnesota, Mr. CULBERSON, Mr. SHUSTER, and Mr. BOOZMAN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

### A BILL

To provide for highway infrastructure investment at the guaranteed funding level contained in the

Transportation Equity Act for the 21st Century.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

## **SECTION 1. SHORT TITLE.**

This Act may be cited as the 'Highway Funding Restoration Act'.

## **SEC. 2. FEDERAL-AID HIGHWAY PROGRAM OBLIGATION CEILING.**

Section 1102 of the Transportation Equity Act for the 21st Century (23 U.S.C. 104 note; 112 Stat. 115, 113 Stat. 1753) is amended by adding at the end the following:

`(k) Restoration of Obligation Limitation for Fiscal Year 2003- Notwithstanding any other provision of law, the obligations for Federal-aid highway and highway safety construction programs for fiscal year 2003--

`(1) shall be not less than \$27,746,000,000; and

`(2) shall be distributed in accordance with this section.'

---

<b><i>THIS SEARCH</i></b>	<b><i>THIS DOCUMENT</i></b>	<b><i>GO TO</i></b>
<b>Next Hit</b>	<b>Forward</b>	<b><u>New Bills Search</u></b>
<b>Prev Hit</b>	<b>Back</b>	<b><u>HomePage</u></b>
<b>Hit List</b>	<b>Best Sections</b>	<b><u>Help</u></b>
	<b>Doc Contents</b>	

---

<b>THIS SEARCH</b>	<b>THIS DOCUMENT</b>	<b>GO TO</b>
<a href="#">Next Hit</a>	<a href="#">Forward</a>	<a href="#">New Bills Search</a>
<a href="#">Prev Hit</a>	<a href="#">Back</a>	<a href="#">HomePage</a>
<a href="#">Hit List</a>	<a href="#">Best Sections</a>	<a href="#">Help</a>
	<a href="#">Doc Contents</a>	

<a href="#">GPO's PDF version of this bill</a>	<a href="#">References to this bill in the Congressional Record</a>	<a href="#">Link to the Bill Summary &amp; Status file.</a>	<a href="#">Full Display - 1,867 bytes.[Help]</a>
--	---	---	---

## Highway Funding Restoration Act (Introduced in the Senate)

S 1917 IS

107th CONGRESS

2d Session

**S. 1917**

To provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21st Century.

### IN THE SENATE OF THE UNITED STATES

**February 7, 2002**

Mr. JEFFORDS (for himself, Mr. SMITH of New Hampshire, Mr. REID, Mr. INHOFE, Mr. BAUCUS, Mr. WARNER, Mr. GRAHAM, Mr. BOND, Mr. VOINOVICH, Mr. LIEBERMAN, Mr. CRAPO, Mrs. BOXER, Mr. CHAFEE, Mr. SPECTER, Mr. WYDEN, Mr. CARPER, Mr. CAMPBELL, Mrs. CLINTON, and Mr. CORZINE) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

### A BILL

To provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21st Century.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the 'Highway Funding Restoration Act'.

#### SEC. 2. FEDERAL-AID HIGHWAY PROGRAM OBLIGATION CEILING.

Section 1102 of the Transportation Equity Act for the 21st Century (23 U.S.C. 104 note; 112 Stat. 115, 113 Stat. 1753) is amended by adding at the end the following:

`(k) RESTORATION OF OBLIGATION LIMITATION FOR FISCAL YEAR 2003-

Notwithstanding any other provision of law, the obligations for Federal-aid highway and highway safety construction programs for fiscal year 2003--

`(1) shall be not less than \$27,746,000,000; and

`(2) shall be distributed in accordance with this section.'

---

**Bill Summary & Status for the 107th Congress**

---

**NEW SEARCH | HOME | HELP**

---

**S.1991**

Sponsor: Sen Hollings, Ernest F.(introduced 3/6/2002)

Latest Major Action: 3/14/2002 Senate committee/subcommittee actions: Committee on Commerce, Science, and Transportation. Hearings held.

Title: To establish a national rail passenger transportation system, reauthorize Amtrak, improve security and service on Amtrak, and for other purposes.

---

Jump to: [Titles](#), [Status](#), [Committees](#), [Related Bill Details](#), [Amendments](#), [Cosponsors](#), [Summary](#)

---

**TITLE(S):** (*italics indicate a title for a portion of a bill*)

- **POPULAR TITLE(S):**  
Amtrak Reauthorization bill (identified by CRS)
- **SHORT TITLE(S) AS INTRODUCED:**  
National Defense Rail Act
- **OFFICIAL TITLE AS INTRODUCED:**  
To establish a national rail passenger transportation system, reauthorize Amtrak, improve security and service on Amtrak, and for other purposes.

---

**STATUS:** (*color indicates Senate actions*)**3/6/2002:**Read twice and referred to the Committee on Commerce, Science, and Transportation. (text of measure as introduced: [CR S1602-1610](#))**3/14/2002:**

Committee on Commerce, Science, and Transportation. Hearings held.

---

**COMMITTEE(S):**

<b>Committee/Subcommittee:</b>	<b>Activity:</b>
<a href="#">Senate Commerce, Science, and Transportation</a>	Referral

---

**RELATED BILL DETAILS:**

\*\*\*NONE\*\*\*

---

**AMENDMENT(S):**

\*\*\*NONE\*\*\*

**COSPONSORS(28), ALPHABETICAL** [followed by Cosponsors withdrawn]: (Sort: by date)

Sen Baucus, Max - 3/7/2002	Sen Biden Jr., Joseph R. - 3/6/2002
Sen Boxer, Barbara - 3/11/2002	Sen Breaux, John B. - 3/6/2002
Sen Burns, Conrad R. - 3/15/2002	Sen Carper, Thomas R. - 3/6/2002
Sen Cleland, Max - 3/6/2002	Sen Clinton, Hillary Rodham - 3/6/2002
Sen Corzine, Jon - 3/6/2002	Sen Dorgan, Byron L. - 3/15/2002
Sen Durbin, Richard J. - 3/6/2002	Sen Feinstein, Dianne - 3/6/2002
Sen Hutchison, Kay Bailey - 3/6/2002	Sen Inouye, Daniel K. - 3/13/2002
Sen Jeffords, James M. - 3/6/2002	Sen Kennedy, Edward M. - 3/6/2002
Sen Kerry, John F. - 3/6/2002	Sen Leahy, Patrick J. - 3/6/2002
Sen Lieberman, Joseph I. - 3/19/2002	Sen Mikulski, Barbara A. - 3/6/2002
Sen Reid, Harry M. - 3/6/2002	Sen Rockefeller IV, John D. - 3/6/2002
Sen Sarbanes, Paul S. - 3/8/2002	Sen Schumer, Charles E. - 3/6/2002
Sen Snowe, Olympia J. - 3/7/2002	Sen Specter, Arlen - 3/15/2002
Sen Stevens, Ted - 3/6/2002	Sen Torricelli, Robert G. - 3/6/2002

**SUMMARY:**

\*\*\*NONE\*\*\*

**National Defense Interstate Rail Act  
Senator Hollings**

**Goal: To build and maintain an effective national railroad passenger system.**

ISSUE: Strong federal leadership and funding were essential to the development of the interstate highway system and our nation's aviation system. Since 1971, when Amtrak was created, \$25 billion has been spent on passenger rail; during that same time, \$750 billion was invested in highways and aviation. If passenger rail is to succeed, it must be a real federal priority, and we must invest in the development of its infrastructure.

**The legislation authorizes at total of approximately \$4.6 billion annually for development of passenger rail. The legislation authorizes \$1.4 billion in one-time security improvements and fully funds the existing long-distance Amtrak trains.**

ISSUE: Passenger rail is effective in other developed countries such as Japan, France and Germany. In the U.S., the Northeast Corridor between Washington, D.C. and Boston relieves the pressures of congestion on highways and at airports, and provides a more balanced system of transportation alternatives. We need to continue to invest in the rail infrastructure in the Northeast AND replicate its success throughout the rest of the country.

**The legislation provides full funding for the capital needs of the Northeast Corridor and authorizes over \$1.5 billion annually for the Department of Transportation to develop other high speed corridors throughout the country.**

ISSUE: There is no long term, stable funding source for passenger rail in the U.S., in contrast to aviation, highways and transit. In fiscal year 2001, intercity passenger rail received less than 1 percent of all transportation spending. Since the last authorization for Amtrak in 1997, only \$4.59 billion has been appropriated of the \$8.42 billion authorized over the last 5 years (less than 60%).

**The legislation lays out the priorities and vision for the future of passenger rail in the U.S. Ultimately it will be necessary to address funding options which might include the following: general fund revenues, tax-exempt bonds, tax rebates, tax increases, innovative financing, loans, loan guarantees, state participation or financing, creation of a trust fund, etc.**

ISSUE: It is in our national interest to preserve passenger rail service in the U.S. and to maintain the solvency of Amtrak. Long-term planning and support for passenger rail will address future passenger growth needs and provide transportation solutions. As evidenced by the events of September 11, 2001, passenger rail will serve our national security by providing an alternative to highway and air travel. Rail development will also have the added benefits of fostering a more fuel-efficient transportation system and reducing our dependence on foreign oil.

**The legislation gives Amtrak the tools and the funding to operate effectively and eliminates unrealistic mandates -- no passenger railroad system in the world operates without significant capital investment.**

## NATIONAL DEFENSE INTERSTATE RAIL ACT

**Security Funds: \$1.3 billion in one-time costs, authorized in FY 2003**

**Total funds authorized annually for FY 2003 through FY 2007: \$4.6 billion**

### Security Provisions - \$1.328 billion in FY 2003

- ☐ \$425M for Amtrak security needs, evenly divided between the Northeast Corridor and Non-Northeast Corridor
- ☐ \$5M for DOT to perform a security assessment of all rail, including freight needs
- ☐ \$895M for life safety upgrades to tunnels in NY, Balt, DC
- ☐ \$3M for preliminary design work for the Baltimore tunnels

### Federal High Speed Corridor

#### Development\*

#### **\$1.55 billion annually**

- ☐ \$25M to DOT for Research and Development Activities
- ☐ \$25M to DOT for Planning
- ☐ \$1.5B to DOT for Implementation/Construction

\*Must be a designated corridor to receive funding. The Northeast Corridor is designated, but not eligible to receive funds under this program if receiving other federal funds.

### Northeast Corridor (NEC) \$1.310 billion annually

- ☐ Requires any operating profit on the NEC to be reinvested in NEC infrastructure
- ☐ \$720M for infrastructure
- ☐ \$100M for fleet
- ☐ \$70M for stations/facilities
- ☐ \$20M for technology upgrades
- ☐ \$400M for growth (annual average)

### Long-Distance Trains - \$580 million annually

### Cooperative Research Program - \$5M annually

- ☐ Establishes R & D program at National Academy of Sciences similar to highway and transit cooperative research programs.

### National Railroad Passenger Corporation \$500.5 million annually

- ☐ Requires profits from non-passenger activities to be invested in growth activities outside the NEC.
- ☐ \$160M (est.) for mandatory excess Railroad Retirement
- ☐ Payments
- ☐ \$267M for debt payments (avg.)
- ☐ \$30M for environmental compliance
- ☐ \$43M for ADA compliance
- ☐ \$360M for operating
- ☐ \$120M for fleet
- ☐ \$80M for infrastructure
- ☐ \$10M for stations/facilities
- ☐ \$10M for technology

### Short Distance & State-supported Routes \$270 million annually

- ☐ \$190M annually for infrastructure
- ☐ \$50M annually for fleet
- ☐ \$10M annually for stations
- ☐ \$20M annually for technology

### Financing for Railroad Projects

Expansion of the DOT's Railroad Rehabilitation and Improvement Financing Program

- ☐ \$35B authorization for DOT to provide loans and loan guarantees (estimated 10% credit risk premium funded annually)

**Total: \$350M annually (federal costs to issue loan guarantees)**

- ☐ \$.5M for DOT auditing of Amtrak



DATE: April 4, 2002  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: STA Board Retreat on May 17, 2002

**Background:**

On February 4, 2000, the STA Board held its first Board retreat since 1995. The focus of the "2000 STA Visioning Retreat" was to discuss specific and existing issues and projects and to set a future planning course for the STA and Solano County's transportation needs. At this session, the STA current mission statement was developed, a list of issues were discussed, and the need to develop a comprehensive transportation plan (CTP) was identified. On March 16, 2001, the STA Board held a Board retreat to discuss the following four topics: 1.) Several critical policy issues being evaluated as part of the Comprehensive Transportation Plan (such as HOV lanes on I-80/680), 2.) How to fund major shortfalls in transit operating for the ferry and obtain operating funds to support existing and future transit needs, 3) How should the STA's transportation planning be integrated into other emerging countywide issues affecting transportation (such as open space, land use, growth projections, smart growth, livable communities, LAFCO, affordable housing, economic vitality, etc) and what policies should be included in the CTP to appropriately link transportation with land use and fit transportation within the framework of other countywide and regional issues that Solano County is considering and 4) How can Solano County fund a significant portion of the 20 year Comprehensive Transportation Plan when it is completed.

Each of these STA Board retreats have been productive and helped set the stage for the STA Board to take critical steps forward in its development of the CTP, setting funding and planning priorities, and to proactively pursue funding and delivery of vital transportation projects, programs and services.

**Discussion:**

In consultant with the STA's Executive Committee and staff, STA Chair John Silva has scheduled an STA Board Retreat for Friday, May 17, 2002, from 9 a.m. to 3:00 p.m. at Hiddenbrooke Country Club in Vallejo. Similar to the last two years, STA Board Members and their alternates will be specifically invited to attend. In addition, staff is recommending the Board designate the Executive Committee (John Silva, Jim Spering, Pierre Bidou and Marci Coglianese) to work with staff in preparation of the agenda and the specifics for the retreat and provide a report to the STA Board on May 8, 2002. The specific topic of discussion will be STA's development of the County Transportation Expenditure Plan.

**Recommendation:**

1. Approving setting date, time and location for special STA Board retreat for May 17 at 9:00 a.m.- 3 p.m. at Hiddenbrooke in Vallejo
2. Designate Executive Committee to work with staff to develop meeting agenda and specifics for Board consideration on May 8, 2002.



DATE: April 3, 2002  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: MTC's Regional TransLink Customer Program  
and Bike to Work Week Promotions

**Background:**

As a MTC Regional Rideshare Contractor, STA's SNCI program is organizing and implementing the Bay Area Vanpool Promotion and the California Bike to Work Week campaign in Solano and Napa counties. The Vanpool Promotion began March 15 and continues through April 30. California Bike to Work Week is May 13 – 17 this year, with Bike to Work Day Thursday, May 16. The SNCI program tailors both of these regional campaigns to the Solano and Napa audiences.

MTC is working on a number of Customer Service Projects. By the end of Summer 2002, MTC expects to roll out the new 511-traveler information phone number. This was presented to the STA Board in March. This month MTC's TransLink project will be presented for information.

**Discussion:**

***Promotional Campaigns***

A Bay Area Vanpool Promotion began March 15 and will run through April 30. During that time, dozens of vanpool leads are expected to be generated. The first 16 vanpools that form and complete three months on the road will be awarded a \$500 incentive. Regionwide, the promotion is focusing on employers.

In SNCI's service area particular focus is being placed on the Benicia Industrial Park. STA staff is scheduled to host a luncheon on April 23 at the IFS building in the Benicia Industrial Park. Benicia Industrial Park employers will be invited to attend and learn how the SNCI program can assist them and their employees form vanpools as well as how they can work together. The Benicia Chamber of Commerce has assisted with outreach to employers in the Industrial Park and continued coordination with the Chamber is desired. IFS is very interested in better transportation for their employees and has also been a strong partner. The goal is to form one or more vanpools to the Benicia Industrial Park to one or more employer worksites. Although Benicia Industrial Park is the primary focus, all employers in Solano and Napa Counties were notified of the Vanpool Promotion. Several employers outside of the

Benicia Industrial Park have expressed interest and staff will continue to follow up with them.

California Bike to Work Week is May 13 – 17. Campaign planning is actively underway. The campaign goal is to receive written pledges from individuals who will bike to work any day during Bike to Work Week. Ultimately the goal is to increase the number of commuters who bicycle to work or transit on an on-going basis. The Bike to Work campaign is multi-faceted. Employer promotional packets will be mailed the week of April 8. Website pages will be added for on-line registration. Many Solano and Napa bicycle clubs and bicycle shops are partners who assist by donating prizes, offering discount coupons for all registrants, distributing materials, and hosting energizer stations. Radio ads will air in May when press releases will also be distributed. KUIIC is generously supporting the campaign by donating prizes that may be used by schoolteachers to encourage their students to Bike to School.

Improvements or changes to transit bicycle facilities or services in each jurisdiction are presented in an annual update of the What's New in Bicycling piece that staff produces for this campaign.

#### ***Regional Customer Service Projects***

TransLink, a regional transit fare payment system using "smart card" technology, would create a single card that could be used on all forms of public transit in the region: buses, trains and ferries. Motorola is developing the system under contract to MTC. If successful, riders would purchase a "smart card" that has a stored monetary value and/or pass designation. Riders would simply wave the card near a reader device on-board vehicles or in station and the correct fare would be automatically deducted. TransLink would greatly simplify fare payment among multiple systems as well as possibly speed boardings.

TransLink is currently in the pilot program stage. In the first 5 weeks of the pilot program, about 1,000 of the 4,000 participants used the card. This is a lower than expected number. The pilot program runs from February 1, 2002 until August 1, 2002. TransLink is being tested on a number of systems (none in Solano County) including bus, rail, ferry, and paratransit. Although it is being tested on multiple large systems such as BART, MUNI, and others the equipment to read a TransLink card is only located at selected stations and stops. The closest test location to Solano County is the El Cerrito del Norte BART station.

MTC is looking to increase the usage by increasing the number of TransLink users during the Pilot Program. They are looking to work with transit operators to outreach to new users along with setting up possible rewards programs. Interested participants may complete a self-screening questionnaire on-line at [transitinfo.org](http://transitinfo.org).

The Pilot Program will identify any operational difficulties and customer service issues. A "shadow JPA" has been formed of several transit operators in the region to assist MTC with the operational issues of this program as it is being tested and expected to provide further guidance if implemented. Vallejo Transit represents Solano on the group. An initial evaluation of the Phase I Pilot Program is expected to be presented to MTC within 30 days of the completion of the 6-month Pilot Program. Further input and evaluation will be solicited

from transit operators, the “shadow JPA”, the public and private sector and MTC. The end of 2002 expects the full evaluation of the Pilot Program.

Potential implementation of TransLink on interested systems could begin in 2003. Each operators will determine whether or not they choose to offer TransLink as a payment option. Interested transit operators will not be responsible for purchasing the card readers and other necessary equipment. There will be fees associated with operating the system such as transaction fees and other fees to cover the cost of functions like a regional TransLink Customer Service Center. These are to be determined as the project progresses.

**Financial Impact:**

Promotional campaign costs have been budgeted and prize sponsors have been secured. No costs to STA are associated with TransLink at this time.

**Recommendation:**

Informational



DATE: April 3, 2002  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Draft Countywide Trails/Pedestrian Plan  
Phase I

**Background:**

The STA is working Solano County's EMA staff Randy Anderson of Landpeople (Bruce Randolph Anderson & Associates) and the Trails Advisory Committee (TRAC) to develop Phase 1 of the Solano Countywide Trails Plan. Randy Anderson and the TRAC has worked on this planning effort since November 2001 and are currently in the process of completing the document. The Phase 1 plan is scheduled to be completed in May 2002 and will be incorporated into the Final Draft of the Comprehensive Transportation Plan.

**Discussion:**

Enclosed is an administrative draft of the Countywide Trails Plan for STA Board Members (additional copies can be obtained by contacting the STA). Randy Andersen is scheduled to present a power point of the draft Plan with trail maps in GIS at the April 10th STA Board meeting. The Countywide Trails Plan includes an analysis of existing trail plans from the various planning agencies in Solano County and the Bay Area, an inventory and trail conditions for various segments of regionally significant trails, and a recommendation of trial policies and guidelines for future trail development in Solano County.

The STA will be accepting comments on the Countywide Trails Plan until **April 25, 2002** in order to allow time to incorporate any changes suggested by the comments before the May 8th STA Board meeting. STA staff also recommends interested persons attend the next TRAC meeting scheduled for April 18th at 6:30 p.m. at the STA office.

**Fiscal Impact:**

None

**Recommendation:**

Informational

Enclosure



DATE: April 3, 2002  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director for Planning  
RE: Solano Comprehensive Transportation Plan (CTP)  
Status Report

**Background:**

On March 13, 2002, the STA Board released the Draft CTP and all the elements for public review and comments. STA Board members and staff will now be attending a number of city council/board meetings and public input events in each community to obtain public input. Public meetings will be conducted between March 28 and May 1, 2002 in each of Solano's seven cities. Staff is recommending the STA Board schedule the Final CTP for adoption in May 2002.

Copies of the plan summary and a Power Point presentation will be presented at each of the meetings (see attached schedule). Copies of the complete plan are also available for public review on the new STA web site: [www.solanolinks.com](http://www.solanolinks.com).

**Discussion:**

The overall Draft CTP describes and documents the overall transportation needs in Solano County through 2025. It is full-color, user-friendly plan that identifies the major transportation needs, plans, implementation steps and funding options needed to implement various transportation projects and programs over the next 20+ years. Major topics address road maintenance needs, key transportation corridors, intercity transit and paratransit services, bike routes, candidate TLC/Enhancement projects and a full description of STA's Solano Napa Commuter Information Program.

Any requested changes or additional project requests to be included in the Final CTP are requested in writing from member agencies no later than the April TAC and Consortium meetings to be held on **April 24, 2002**. Additional public comments will be accepted through the last public input event scheduled on May 1.

Based on all public comments received, STA staff will be recommending changes to the plan prior to the scheduled approval at the May STA Board meeting.

**Fiscal Impact**

None.

**Recommendations:**

Informational

Attachment



DATE: April 3, 2002  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: MTC's Regional Policies Discussion

**Background:**

On January 23, 2002, the Metropolitan Transportation Commission hosted a meeting of its key transportation partners, known as the "Partnership Board." This meeting was held in response to comments received from the Bay Area CMA Association and Regional Transit Operators pertaining to several regional policies and programs outstanding pursuant to MTC's adoption of the RTP in December 2001. MTC's "Partnership Board" consists of the Executive Directors of the nine Congestion Management Agencies, General Managers of the Regional Transit Operators, Caltrans, MTC, BAAQMD, and Federal EPA. At the meeting, the Partnership Board began the process for the Partnership to discuss, define and implement regionally these various policies and programs. All nine Executive Directors have been requested to work with MTC to craft new or revised regional policies and/or programs for these issues. The following is a listing of six initial issues under discussion:

1. 100% transit capital shortfall
2. Lifeline Transit
3. Air Quality Conformity
4. Proposition 42 Implementation and Impacts
5. TEA 21 Reauthorization
6. SB 45 Review

**Discussion:**

A second meeting of MTC's "Partnership Board" has been scheduled for April 9, 2002, at MTC. Attached are copies of draft issue papers for each of the six regional topics that have been developed by various members of MTC's "Partnership Board." At the meeting, staff will provide a brief overview of each regional issue and a summary of the April 9<sup>th</sup> meeting.

**Recommendation:**

Informational

Attachment



DATE: April 3, 2002  
TO: STA Board  
FROM: Nancy Whelan, Nancy Whelan Consulting  
RE: Unmet Transit Needs Report

**Background:**

On November 7, 2001, MTC conducted an unmet transit needs hearing in Solano County. MTC staff reviewed the results of the hearing and related correspondence and summarized the issues identified from the public participation process in a letter to STA dated January 24, 2002. A copy of MTC's letter regarding the unmet transit needs issues is attached.

At the February meeting of the SolanoLinks Consortium, STA staff presented the results of the unmet transit needs hearing for Solano County. Partner entities responsible for addressing each of the 15 preliminary issues were identified. STA staff has compiled the responses, which are shown in the attached matrix.

In its January 24, 2002 letter MTC requests that responses include substantive information supporting one of the following for each issue:

1. That an issue has been addressed through recent changes in service; or
2. That an issue will be addressed by changes in service planned to take place during fiscal year 2001-02; or
3. That the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. That an issue has not been addressed through recent or planned service changes, nor recently studied.

STA must provide a response to MTC by May 10, 2002. This due date represents an extension from the original due date in March. MTC will present its staff recommendation to the Programming and Allocations Committee in June. The results of the Unmet Transit Needs process may impact the FY 2002-03 TDA fund allocations for streets and roads purposes.

**Recommendation:**

Informational

Attachment



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter JAN 28 REC'D  
101 Eighth Street  
Oakland, CA 94607-4700  
Tel: 510.464.7700  
TTY/TDD: 510.464.7769  
Fax: 510.464.7848  
e-mail: info@mtc.ca.gov  
Web site: www.mtc.ca.gov

January 24, 2002

*Sharon J. Brown, Chair*  
Cities of Contra Costa County

*Steve Kinsey, Vice Chair*  
Marin County and Cities

*Tom Annunzio*  
City and County of San Francisco

*Ralph J. Appenzato*  
Cities of Alameda County

*Keith Astell*  
U.S. Department of Housing  
and Urban Development

*James T. Beall Jr.*  
Santa Clara County

*Mark DeSaulnier*  
Contra Costa County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacopini*  
U.S. Department of Transportation

*Scott Haggerty*  
Alameda County

*Randell H. Iwasaki*  
State Business, Transportation  
and Housing Agency

*Barbara Kaufman*  
San Francisco Bay Conservation  
and Development Commission

*Sue Lempert*  
Cities of San Mateo County

*John McLemore*  
Cities of Santa Clara County

*Michael D. Nevin*  
San Mateo County

*Jon Rubin*  
San Francisco Mayor's Appointee

*James P. Sperring*  
Solano County and Cities

*Pamela Torblatt*  
Association of Bay Area Governments

*Sharon Wright*  
Sonoma County and Cities

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Director/Operations

*Theresa W. McMillan*  
Deputy Director/Policy

Mr. Daryl K. Halls  
Executive Director  
Solano Transportation Authority  
One Harbor, Suite 130  
Suite 200  
Suisun City, CA 94585

Re: Fiscal Year 2002-03 Solano County Preliminary Unmet Transit Needs Issues

Dear Mr. Halls:

I have reviewed the comments received at the MTC unmet transit needs public hearing held in Solano County on November 7, 2001, and also reviewed comments contained in several correspondence received by MTC during the unmet transit needs public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2002-03 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the November 7th public hearing, and copies of all correspondence received by MTC pertaining to Solano County. Attached to this letter is summary list of the preliminary unmet transit needs issues identified as a result of the public participation process for Solano County.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g., bike racks, bus stops), and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act (including related passenger training programs), and the provision of welfare-to-work public transportation services. Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need unless public comment reveals a pattern to such incidents that might warrant policy or operational changes.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in conjunction with staff members of the jurisdictions in the County. Authority staff should then provide MTC with substantive

Mr. Daryl K. Halls  
January 25, 2002

information supporting one of the following for each issue: (1) that an issue has been addressed through recent changes in service; or (2) that an issue will be addressed by changes in service planned to take place during fiscal year 2001-02; or (3) that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards, or that the study resulted in the identification of an alternative means of addressing the issue; or (4) that an issue has not been addressed through recent or planned service changes, nor recently studied.

"Substantive information" supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service, citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee as an unmet transit need subject to countywide planning and resolution prior to any allocation of TDA funds for streets and roads purposes.

MTC staff would like to take unmet transit needs recommendations to the Committee on April 10, 2002, receipt of your responses would be required by March 6, 2002. If you have any question please do not hesitate to contact me.

Respectfully,



Raymond Dapo Odunlami  
Funding Analyst

cc: Mr. Alan Nadritch, City of Benicia  
Ms. Pamela Belchamber, City of Vallejo  
Mr. Kevin Daughton, City of Fairfield  
Mr. Trent Fry, City of Vacaville  
Mr. Jeff Matheson, City of Dixon  
Mr. Robert Guerrero, STA

Attachments  
Enclosures

MTC Fiscal Year 2002-03 Unmet Transit Needs Process  
Solano County

**Preliminary Issues**

1. Vallejo Transit needs to have Sunday runs.
2. Napa Transit/Fairfield Transit needs to have Napa-Fairfield run on I-12 to accommodate passengers.
3. Fairfield needs to increase level of paratransit Service (vans, drivers etc) and eliminate service.
4. Need for a ferry Stop in downtown Benicia.
5. Need for an Amtrak stop somewhere near the Benicia Bridge.
6. Need for public transportation from Benicia to the Vallejo Ferry Terminal
7. Need for Vanpool(s) from Rio Vista to Fairfield.
8. Need for SCHEDULED bus service between Rio Vista and Fairfield.
9. Fairfield need extended hours for bus service
10. Need for extended ferry bus service in Vallejo to accommodate swing and late night workers.
11. Need for to add an express commuter bus run between (Northern) Solano County and Sacramento, possibly via a connection with Yolobus.
12. Need for bus service between Solano County, Davis and Sacramento (at least on an experimental basis).
14. Addition of at least one more bus run to the afternoon schedule (especially between 4:00 to 5:30) on the 90/91 routes.
15. Need for a bus shelter and for a clean up of the area around the bus stop on Courage Street in Fairfield.
16. The following problems with Fairfield Transportation Facilities need to be addressed:
  - a) Buses breaking down on a regular basis
  - b) Buses that are continually late.

**MTC Fiscal Year 2002-03 Unmet Transit Needs Process  
Solano County**

**Draft Responses to Preliminary Issues**

	<b>ISSUE</b>	<b>RESPONSIBLE ENTITY</b>	<b>DRAFT RESPONSE TO ISSUE</b>
1	Vallejo Transit needs to have Sunday runs.	Vallejo	This has been and continues to be a recognized goal; however, funding is not available. Other (more productive) service would have to be cut in order to fund Sunday service. Therefore, this service request is not reasonable. (#3)
2	Napa Transit/Fairfield Transit needs to have Napa-Fairfield run on I-12 to accommodate passengers.	Fairfield	Fairfield Suisun Transit is not aware of any demand for such service. If any demand exists, it is likely to be lower than the demand to accommodate immediate local transit needs, and would require further study by the two counties. (#3)
3	Fairfield needs to increase level of Paratransit service (vans, drivers, etc.) and eliminate service.	Fairfield	Fairfield Suisun Transit is increasing the number of service hours provided beginning in April 2002 with the addition of new vehicles. (#2)
4	Need for a ferry stop in downtown Benicia.	Vallejo/Benicia	Benicia has studied the potential for a ferry stop in downtown Benicia and estimated capital costs for ferries and a ferry terminal to be \$32 million and annual operating subsidy requirements to be approximately \$1 million. Funding is not available at present for such improvements or the operating subsidy required. (#3) However, an I-780 express bus service from downtown Benicia to the Vallejo ferry terminal is currently being studied by Benicia and Vallejo. This express service would reduce the travel time required to access Baylink ferry service. Funding opportunities for this service are under study. (#2)
5	Need for an Amtrak stop somewhere near the Benicia Bridge.	Benicia	The City of Benicia has undertaken extensive study and chosen Milepost 38 on the Union Pacific Railroad line as the most viable spot for a rail station. The development of the \$23.7 million project is supported by the City's commitment of \$1.3 million. Additionally, based on the results of its Rail Implementation study, STA has identified this site as the second Capitol Corridor station for development in the County (following the Fairfield/Vacaville site) and has committed \$1.2 million in RTIP funds to the project. Funding opportunities beyond these commitments are under study. (#2)
6	Need for public transportation from Benicia to the Vallejo Ferry Terminal.	Vallejo/Benicia	Benicia Transit has provided such service since August 2001 at the rate of 13 round trips per day. When an I-780 express bus service supported by MTC is developed between Benicia and Vallejo, this request can be

173

	ISSUE	RESPONSIBLE ENTITY	DRAFT RESPONSE TO ISSUE
			addressed. (#2)
7	Need for vanpool(s) from Rio Vista to Fairfield.	STA-SNCI	Lack of transportation between Rio Vista and Fairfield was identified as a key issue in the Solano Welfare to Work Transportation Study completed in March 2002. Various options including vanpools and/or small buses are strategies that will be further studied after being identified as priority projects through this study. Details and potential funding opportunities are being analyzed (#2)
8	Need for <b>scheduled</b> bus service between Rio Vista and Fairfield.	STA-SNCI	Same as number 7 above.
9	Fairfield needs extended hours for bus service.	Fairfield	Results of various studies have indicated that there is insufficient general public demand for such service. (#3) Fairfield Suisun Transit is working with the STA, County and its Welfare to Work programs to develop a subscription service using Paratransit vans at night and on weekends to meet the special needs of this population. This service is subject to Welfare to Work grant funding.
10	Need for extended ferry bus service in Vallejo to accommodate swing and late night workers.	Vallejo	Currently all financial resources are used to provide the current schedules. Funding is not available for more trips; therefore, the request is not reasonable. (#3)
11	Need to add an express commuter bus run between (Northern) Solano County and Sacramento, possibly via a connection with Yolobus.	STA/Fairfield/ Dixon	As a part of the Comprehensive Transit Plan, STA and its partner agencies will be considering a recommendation to extend the existing FST Route 30 service to Sacramento. The proposed service will be provided within existing resources by reducing the total number of bus runs from four to three per day. A survey of existing ridership indicates that the proposed service change would improve productivity of this route. The proposed service change would be demonstrated at the end of FY 2001-02 or the beginning of FY 2002-03. (#2) In addition, Vacaville will be coordinating with FST for the provision of service to Sacramento from Fairfield/Suisun using new over the road coaches purchased by Vacaville. This service is planned to go into effect in FY 2002-03. (#2)
12	Need for bus service between Solano County, Davis and Sacramento (at least on an experimental basis).	STA/Fairfield/ Dixon	See response to Issue 11.
13	Addition of at least one more bus run to the afternoon schedule (especially between 4:00 to 5:30) on the 90/91 routes.	Vallejo	Same as #10 above (#3).
14	Need for a bus shelter and for a clean up of	Fairfield	A bus shelter was installed on the County Human Services property on

	ISSUE	RESPONSIBLE ENTITY	DRAFT RESPONSE TO ISSUE
	the area around the bus stop on Courage Street in Fairfield.		Courage Street approximately one year ago. Cleaning around the shelter is performed as a part of routine maintenance. (#1)
15	The following problems with Fairfield transportation facilities need to be addressed: a) Buses breaking down on a regular basis b) Buses that are continually late.	Fairfield	According to comparative data, maintenance breakdowns of the fixed route buses are not in excess of industry standards. Several programs are in progress to reduce the average age of the bus fleet, and thereby improve service reliability. Rehabilitation and repower of 8 buses will be complete by April 2002 and 8 new fixed route buses for local service will be introduced by July 2002. These new and rehabilitated buses improve the performance of the system. (#2)



DATE: April 3, 2002  
TO: STA Board  
FROM: Jennifer Tongson, Project Assistant  
RE: Project Monitoring Update

**Background:**

On a periodic basis, the STA monitors the status of all federal and state-funded transportation projects to help make sure that such funds are not lost to the project sponsors. Caltrans and MTC establish various obligational deadlines and STA, acting as the Congestion Management Agency (CMA), works with project sponsors to make sure that the various federal and state funds are obligated and projects are implemented.

**Discussion:**

State and Federal allocation/obligation deadlines are fast approaching. Attached are three project monitoring lists compiled by MTC showing 1) State Transportation Improvement projects (STIP) projects with an allocation deadline of June 30, 2002, 2) STIP projects with construction funds that must be awarded by June 30, 2002, and 3) federal/state (non-STIP) projects requiring obligation by September 30, 2002.

1) STIP projects with RIP funding programmed in FY 01-02 are subject to the June 30, 2002 Allocation deadline. Allocation requests are due to Caltrans District 4 Local Assistance by **Friday, April 12, 2002**. Deadline Extension requests were due to MTC February 1, 2002. Funds not obligated by June 30, 2002 lapse, and are returned to the County in the next county share period. Caltrans grandfathered support funds that lapse are permanently lost to the county.

2) STIP projects with RIP Construction funds programmed in FY 00-01 must receive an award by June 30, 2002. Most of the projects have past Award Deadline dates - it is assumed these projects have already been awarded. Funds not awarded or extended by the Award deadline date are permanently lost to the county.

3) Federal Cycle 2 (non-STIP) projects must be obligated by September 30, 2002. Caltrans has requested that all obligation requests be submitted to them **no later than July 1, 2002**, in order to process the hundreds of outstanding requests by the September 30, 2002 deadline.

The STA strongly encourages project sponsors to obtain field reviews and environmental approval as soon as possible. This year appears to be worse than last year in the number of outstanding obligations and environmental clearances so close to the deadline. Field reviews take significant staff time away from processing obligation requests. Therefore, Caltrans has requested these take place as soon as possible. MTC has also advised that the Obligational Authority (OA) could be used up faster than in previous funding cycles. Therefore, project sponsors are encouraged to submit the required paperwork to Caltrans Local Assistance as soon as possible to ensure that their projects are obligated.

Some projects on the list (such as the Safe Routes to School projects) have State deadlines rather than a regional deadline, and therefore the lapsed funds will be permanently lost to the region. These projects should be given first priority.

During April, STA Staff will be contacting project sponsors on the status of these projects. Solano County was able to successfully obligate 100% of its federal projects over the past two funding cycles.

**Fiscal Impact:**

None

**Recommendation:**

Informational

Attachment



**METROPOLITAN TRANSPORTATION COMMISSION**  
**- STATE TRANSPORTATION IMPROVEMENT PROGRAM -**  
**FY 2001-02 Programmed Funds Requiring Allocation by June 30, 2002**  
**SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPND	TIP ID	ELEM	RESPONSIBLE AGENCY	STIP Funds Requiring Allocation by June 30, 2002					FY 01/02 STATUS
							as of: February 28, 2002	ENV	PS&E	RAW	CON	
DOC	EA	FED PROJ NO.	PROJECT TITLE									
County: <u>SOLANO</u>												
Solano County Totals						Projects: <u>10</u>	FY 01/02 Prog:	1,003,000	87,000	53,844,000	54,934,000	
							Allocated:	513,000	52,000		565,000	
							Vote Savings (Increase):					
							Remaining Balance:	490,000	35,000	53,844,000	54,369,000	

180

NOTE: This report lists STIP funds programmed in FY 2001-2002 which require allocation by June 30, 2002. The report excludes funds not subject to the FY 2001-2002 - June 30, 2002 allocation Timely Use of Funds Deadline (such as Caltrans RAW and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2001-2002 are noted as "voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.



AWARD DEADLINE REPORT

**METROPOLITAN TRANSPORTATION COMMISSION  
STATE TRANSPORTATION IMPROVEMENT PROGRAM  
STIP Construction Funds Allocated But Not Awarded  
SB45 Allocated Not Awarded Report**

Allocated STIP Construction Funds Requiring Award by 6/30/2002

DIST		CO	RT#	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	Requiring Award by: 6/30/2002						CONSTRUCTION FUNDS
DOC	EA	FED PROJ NO.	PROJECT TITLE	PRIOR	98/99	99/00	(Unless Extended as Noted)	00/01	01/02	02/03	03/04	AWARD STATUS		
County: <b>SOLANO</b>														
04	SOL	2231	SOL99SA05	LA	City of Fairfield	CON Prog Amount:						98,000		
99	STIP	0U6101	RPL-5132(009)		Texas Street Rehabilitation	Allocation Amount:						98,000		
<b>SOLANO</b>						Fairfield - Texas Street, Jefferson to Washington - pavement rehabilitation	Allocation Date:					01/14/00		
<b>SOLANO</b>						Award Amount:								
<b>SOLANO</b>						Award Date:								
<b>SOLANO</b>						Award Deadline:						01/13/01		
04	SOL	2232	SOL99SA06	LA	City of Fairfield	CON Prog Amount:						324,000		
99	STIP	0U6101	RPL-5132(009)		Dover Avenue Rehabilitation	Allocation Amount:						324,000		
<b>SOLANO</b>						Fairfield - Dover Avenue, E. Travis to Nightingale - pavement rehabilitation	Allocation Date:					01/14/00		
<b>SOLANO</b>						Award Amount:								
<b>SOLANO</b>						Award Date:								
<b>SOLANO</b>						Award Deadline:						01/13/01		
04	SOL	2170-04	SOL991068	MT	City of Fairfield	CON Prog Amount:						172,000		
01	STIP	072724	FTACML-5132(011)		CMAQ Match - Fairfield Transportation Center - Phase II	Allocation Amount:						172,000		
<b>SOLANO</b>						Fairfield - transportation center - phase II	Allocation Date:					06/16/01		
<b>SOLANO</b>						Award Amount:								
<b>SOLANO</b>						Award Date:								
<b>SOLANO</b>						Award Deadline:						06/16/02		
04	SOL	2233	SOL991040	LA	City of Rio Vista	CON Prog Amount:						35,000		
99	STIP	0U7501	RPL-5099(003)		Front Street Rehabilitation	Allocation Amount:						35,000		
<b>SOLANO</b>						Rio Vista - Front Street, Main to Logan - pavement rehabilitation	Allocation Date:					05/02/00		
<b>SOLANO</b>						Award Amount:								
<b>SOLANO</b>						Award Date:								
<b>SOLANO</b>						Award Deadline:						05/02/01		
04	SOL	2234	SOL99SA08	LA	City of Suisun City	CON Prog Amount:						143,000		
99	STIP	0U5601	RPL-5032(005)		Merganser Drive Rehabilitation	Allocation Amount:						143,000		
<b>SOLANO</b>						Suisun City - Merganser Drive - pavement rehabilitation	Allocation Date:					01/18/00		
<b>SOLANO</b>						Award Amount:								
<b>SOLANO</b>						Award Date:								
<b>SOLANO</b>						Award Deadline:						01/17/01		
04	SOL	2235	SOL99SA09	LA	City of Suisun City	CON Prog Amount:						238,000		
99	STIP	0U5601	RPL-5032(005)		Main Street Rehabilitation	Allocation Amount:						238,000		
<b>SOLANO</b>						Suisun City - Main Street, Cordelia to Route 12 - pavement rehabilitation	Allocation Date:					01/18/00		
<b>SOLANO</b>						Award Amount:								
<b>SOLANO</b>						Award Date:								
<b>SOLANO</b>						Award Deadline:						01/17/01		
04	SOL	2235	SOL99SA10	LA	City of Suisun City	CON Prog Amount:						95,000		
99	STIP	0U5601	RPL-5032(005)		Pintail Drive Rehabilitation	Allocation Amount:						95,000		
<b>SOLANO</b>						Suisun City - Pintail Drive, Sunset to Bluebill - pavement rehabilitation	Allocation Date:					01/18/00		
<b>SOLANO</b>						Award Amount:								
<b>SOLANO</b>						Award Date:								
<b>SOLANO</b>						Award Deadline:						01/17/01		

NOTE: This report lists STIP funds programmed for Construction Capital which have been allocated but not awarded. SB-45 requires STIP Construction funds to be awarded within one year of allocation. Funds not awarded within the deadline may receive a one-time extension up to 20 months, from the CTC. Funds not awarded within one-year of allocation, or within the extended deadline are lost to the county and returned to the state. All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

MTC - Funding and External Affairs  
RM - ANA TUF Report

AWARD DEADLINE REPORT

**METROPOLITAN TRANSPORTATION COMMISSION  
STATE TRANSPORTATION IMPROVEMENT PROGRAM  
STIP Construction Funds Allocated But Not Awarded  
SB45 Allocated Not Awarded Report**

Allocated STIP Construction Funds Requiring Award by 6/30/2002

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	Requiring Award by: 6/30/2002							CONSTRUCTION FUNDS
							PRIOR	98/99	99/00	00/01	01/02	02/03	03/04	
DOC	EA	FED PROJ NO	PROJECT TITLE	(Unless Extended as Noted)										
<b>County: SOLANO</b>														
04	SOL	2237	SOL99SA11	LA	City of Suisun City	CON Prog Amount:		190,000						
99	STIP	0U5601	RPL-5032(005)		Blossom Road Rehabilitation	Allocation Amount:		190,000						
					Suisun City - Blossom Road, Pintail to Railroad - pavement rehabilitation	Allocation Date:		01/18/00						
						Award Amount:								
						Award Date:								
						Award Deadline:		01/17/01						
04	SOL	2238	SOL99SA12	LA	City of Vacaville	CON Prog Amount:		568,000						
99	STIP	0U4901	RPL-5094(013)		Elmira Road Rehabilitation	Allocation Amount:		568,000						
					Vacaville - Elmira Road, two sections - pavement rehabilitation	Allocation Date:		03/24/00						
						Award Amount:								
						Award Date:								
						Award Deadline:		03/24/01						
04	SOL	2244	SOL99SA18	LA	City of Vacaville	CON Prog Amount:		272,000						
99	STIP	0U4901	RPL-5094(013)		Marshall Road Rehabilitation	Allocation Amount:		272,000						
					Vacaville - Marshall Road - pavement rehabilitation	Allocation Date:		03/24/00						
						Award Amount:								
						Award Date:								
						Award Deadline:		03/24/01						
04	SOL	2245	SOL99SA19	LA	City of Vacaville	CON Prog Amount:		134,000						
99	STIP	0U4901	RPL-5094(013)		Leisure Town Road Rehabilitation	Allocation Amount:		134,000						
					Vacaville - Leisure Town Road - pavement rehabilitation	Allocation Date:		03/24/00						
						Award Amount:								
						Award Date:								
						Award Deadline:		03/24/01						
04	SOL	2170-03	SOL990047	LA	City of Vacaville	CON Prog Amount:		8,000						
98	STIP	071844	CML-5094(020)		CMAQ Match - Elmira Road Bicycle / Pedestrian Path	Allocation Amount:		8,000						
					City of Vacaville - North side of Elmira Road from Allison Drive to Beelard Drive - Extend bicycle / pedestrian path - (CMAQ Match)	Allocation Date:		06/29/00						
						Award Amount:								
						Award Date:								
						Award Deadline:		06/29/01						
04	SOL	2170-01	SOL990046	LA	City of Vacaville	CON Prog Amount:		15,000						
98	STIP	071954	CML-5094(018)		CMAQ Match - Vacaville Electric Vehicle Lease	Allocation Amount:		15,000						
					Vacaville - Electric Vehicle Lease and Vehicle Charging Infrastructure - (CMAQ Match)	Allocation Date:		12/20/99						
						Award Amount:								
						Award Date:								
						Award Deadline:		12/19/00						
04	SOL	2239	SOL99SA13	LA	City of Vacaville	CON Prog Amount:		366,000						
99	STIP	072654	RPL-5094(027)		Kendal Street Rehabilitation	Allocation Amount:		366,000						
					Vacaville - Kendal Street, Cernon to Dobbins - pavement rehabilitation	Allocation Date:		04/27/01						
						Award Amount:								
						Award Date:								
						Award Deadline:		04/28/02						

183

NOTE: This report lists STIP funds programmed for Construction Capital which have been allocated but not awarded. SB-45 requires STIP Construction funds to be awarded within one year of allocation. Funds not awarded within the deadline may receive a one-time extension up to 20 months, from the CTC. Funds not awarded within one-year of allocation, or within the extended deadline are lost to the county and returned to the state. All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

MTC - Funding and External Affairs  
RM - ANA TUF Report

AWARD DEADLINE REPORT

**METROPOLITAN TRANSPORTATION COMMISSION  
STATE TRANSPORTATION IMPROVEMENT PROGRAM  
STIP Construction Funds Allocated But Not Awarded  
SB45 Allocated Not Awarded Report**

Allocated STIP Construction Funds Requiring Award by 6/30/2002

DIST	CO	RT#	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	Requiring Award by: 6/30/2002						CONSTRUCTION FUNDS
							PRIOR	98/99	99/00	(Unless Extended as Noted)		02/03	
DOC	EA	FED PROJ NO.	PROJECT TITLE					00/01	01/02				
<b>County: SOLANO</b>													
04	SOL	2240	SOL99SA14	LA	City of Vacaville	CON Prog Amount:						317,000	
99	STIP	072654	RPL-5094(027)		Parker Street Rehabilitation	Allocation Amount:						317,000	
<b>SOLANO</b>						Vacaville - Parker Street, Main to East Monte Vista - pavement rehabilitation	Allocation Date:					04/27/01	
<b>SOLANO</b>						Award Amount:							
<b>SOLANO</b>						Award Date:							
<b>SOLANO</b>						Award Deadline:						04/28/02	
04	SOL	2241	SOL99SA15	LA	City of Vacaville	CON Prog Amount:						120,000	
99	STIP	072664	RPL-5094(028)		Midway Road Rehabilitation	Allocation Amount:						120,000	
<b>SOLANO</b>						Vacaville - Midway Road, Meridian to Route 80 - pavement rehabilitation	Allocation Date:					05/03/01	
<b>SOLANO</b>						Award Amount:							
<b>SOLANO</b>						Award Date:							
<b>SOLANO</b>						Award Deadline:						05/04/02	
04	SOL	2242	SOL99SA16	LA	City of Vacaville	CON Prog Amount:						86,000	
99	STIP	072664	RPL-5094(028)		Aldridge Road Rehabilitation	Allocation Amount:						86,000	
<b>SOLANO</b>						Vacaville - Aldridge Road - pavement rehabilitation	Allocation Date:					05/03/01	
<b>SOLANO</b>						Award Amount:							
<b>SOLANO</b>						Award Date:							
<b>SOLANO</b>						Award Deadline:						05/04/02	
04	SOL	2243	SOL99SA17	LA	City of Vacaville	CON Prog Amount:						84,000	
99	STIP	072664	RPL-5094(028)		Meridian Road Rehabilitation	Allocation Amount:						84,000	
<b>SOLANO</b>						Vacaville - Meridian Road - pavement rehabilitation	Allocation Date:					05/03/01	
<b>SOLANO</b>						Award Amount:							
<b>SOLANO</b>						Award Date:							
<b>SOLANO</b>						Award Deadline:						05/04/02	
04	SOL	2246	SOL99SA20	LA	City of Vallejo	CON Prog Amount:						742,000	
99	STIP	006401	RPL-5030(021)		Curtola Parkway Overlay	Allocation Amount:						742,000	
<b>SOLANO</b>						Vallejo - Curtola Parkway, Maine to Lemon - overlay	Allocation Date:					05/01/00	
<b>SOLANO</b>						Award Amount:							
<b>SOLANO</b>						Award Date:							
<b>SOLANO</b>						Award Deadline:						05/01/01	
04	SOL	2247	SOL99SA21	LA	City of Vallejo	CON Prog Amount:						52,000	
99	STIP	006401	RPL-5030(021)		Tennessee Street Overlay	Allocation Amount:						52,000	
<b>SOLANO</b>						Vallejo - Tennessee Street, Butte to Monterey - overlay	Allocation Date:					05/01/00	
<b>SOLANO</b>						Award Amount:							
<b>SOLANO</b>						Award Date:							
<b>SOLANO</b>						Award Deadline:						05/01/01	
04	SOL	2249	SOL99SA23	LA	City of Vallejo	CON Prog Amount:						87,000	
99	STIP	006401	RPL-5030(021)		Maine Street Overlay	Allocation Amount:						87,000	
<b>SOLANO</b>						Vallejo - Maine Street, Santa Clara to Marin - overlay	Allocation Date:					05/01/00	
<b>SOLANO</b>						Award Amount:							
<b>SOLANO</b>						Award Date:							
<b>SOLANO</b>						Award Deadline:						05/01/01	

NOTE: This report lists STIP funds programmed for Construction Capital which have been allocated but not awarded. SB-45 requires STIP Construction funds to be awarded within one year of allocation. Funds not awarded within the deadline may receive a one-time extension up to 20 months, from the CTC. Funds not awarded within one-year of allocation, or within the extended deadline are lost to the county and returned to the state. All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

MTC - Funding and External Affairs  
RM - ANA TUF Report

184

AWARD DEADLINE REPORT

**METROPOLITAN TRANSPORTATION COMMISSION  
STATE TRANSPORTATION IMPROVEMENT PROGRAM  
STIP Construction Funds Allocated But Not Awarded  
SB45 Allocated Not Awarded Report**

DISI	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	Allocated STIP Construction Funds Requiring Award by 6/30/2002							CONSTRUCTION FUNDS
							(Unless Extended as Noted)							
DOC	EA	FED PROJ NO.	PROJECT TITLE	PRIOR	98/99	99/00	00/01	01/02	02/03	03/04				
<b>County: SOLANO</b>														
04 SOL	2250	SOL99SA24	LA	City of Vallejo	CON Prog Amount:							305,000		
99 STIP	0U6401	RPL-5030(021)		Georgia Street Overlay	Allocation Amount:							305,000		
				Vallejo - Georgia Street, Sonoma to Amador - overlay	Allocation Date:							05/01/00		
					Award Amount:									
					Award Date:									
					Award Deadline:							05/01/01		
<b>SOLANO</b>														
Gary Leach														
04 SOL	2252	SOL99SA26	LA	City of Vallejo	CON Prog Amount:							188,000		
99 STIP	0U6401	RPL-5030(021)		Redwood Street Overlay	Allocation Amount:							188,000		
				Vallejo - Redwood Street, Sonoma to Sacramento - overlay	Allocation Date:							05/01/00		
					Award Amount:									
					Award Date:									
					Award Deadline:							05/01/01		
<b>SOLANO</b>														
Gary Leach														
04 SOL	2251	SOL99SA25	LA	City of Vallejo	CON Prog Amount:							262,000		
99 STIP	0U9101	RPL-5030(024)		Mare Island Way Overlay	Allocation Amount:							262,000		
				Vallejo - Mare Island Way, Maine to Florida - overlay	Allocation Date:							06/19/01		
					Award Amount:									
					Award Date:									
					Award Deadline:							06/20/02		
<b>SOLANO</b>														
Gary Leach														
04 SOL	2248	SOL99SA22	LA	City of Vallejo	CON Prog Amount:							758,000		
99 STIP	0U9201	RPL-5030(025)		Tuolumne Street Overlay	Allocation Amount:							758,000		
				Vallejo - Tuolumne Street, Redwood to Broadway - overlay	Allocation Date:							06/12/01		
					Award Amount:									
					Award Date:									
					Award Deadline:							06/13/02		
<b>SOLANO</b>														
Gary Leach														
04 SOL	2253	SOL99SA27	LA	County of Solano	CON Prog Amount:							500,000		
99 STIP	0U5001	RPL-5923(048)		Byrnes Road Reconstruction	Allocation Amount:							500,000		
				Elmira - Byrnes Road, Hawkins to two miles north - reconstruct roadway	Allocation Date:							01/17/01		
					Award Amount:									
					Award Date:									
					Award Deadline:							01/18/02		
<b>SOLANO</b>														
Paul Wiese														
04 SOL	2170-02	SOL990042	LA	County of Solano	CON Prog Amount:							59,000		
98 STIP	071974	CML-5923(047)		CMAQ Match - Vaughn Rd Widening and Bikeway	Allocation Amount:							59,000		
				Solano County - Vaughn Road from Dixon City to Runge Road - Widen roadway and provide Class II Bikeway - (CMAQ Match)	Allocation Date:							05/19/00		
					Award Amount:									
					Award Date:									
					Award Deadline:							05/19/01		

185

NOTE: This report lists STIP funds programmed for Construction Capital which have been allocated but not awarded. SB-45 requires STIP Construction funds to be awarded within one year of allocation. Funds not awarded within the deadline may receive a one-time extension up to 20 months, from the CTC. Funds not awarded within one-year of allocation, or within the extended deadline are lost to the county and returned to the state. All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

MTC - Funding and External Affairs  
RM - ANA TUF Report

PROJECT STATUS  
Obligation deadline September 30, 2002

Fed No.	TIP No.	EA No.	County	Agency	Description	Field Rev.	Envir.	R/W	Award	Complete
CML-5003	SOL991056		Solano Co.	Ben	Safe Rt. to School Program-Mills Elem. School					
CML-5003	SOL991067		Solano Co.	Ben	Park Rd Bike Lane from Adams St. to Oak Rd.					
STPL-5003	SOL991034		Solano Co.	Ben	Military East Overlay Phase II from e. 5th St. to E. 7th St.					
STPL-5003	SOL991035		Solano Co.	Ben	E. 5th Street overlay from Military East to just north of Rte 780					
STPL-5003	SOL991084		Solano Co.	Ben	East Second Street overlay					
STPL-5003	SOL010015		Solano Co.	Ben	East H St. fr East 2nd to East 5th Overlay pavement					
STPLHSR-5003			Solano Co.	Ben	On Hillcrest Ave. between E. Second and E. Fifth St.; all of Linda Vista and Vista Grande Ave. near Robert Semple ES. Const. sidewalks and curb ramps; Install					
CML-5056(006)	SOL990041	04-923416L	Solano Co.	Dxn	Downtown Multimodal Transportation Center	06/13/00	02/21/2001	04/05/2001	07/24/2001	done
STPL-5056(009)	SOL991036, SOL991004,DS	04-923682L	Solano Co.	Dxn	West H Street Overlay, East C St Overlay, N. 5th Street, N. almond Street overlay, Upgrade ADA ramps at the above street intersections	05/16/01	05/15/2001	06/07/2001		done
CML-5132(014)	SOL991057		Solano Co.	Frid	No. Texas St. right turn at Travis	09/18/01				
FTACML-5132(011)	SOL991068,DS OL991027,DS	04-072724L	Solano Co.	Frid	1) Fairfield Transportation Center - Phase II \$1.328M CMAQ 2) Replace 4 -1 985 buses \$974k CMAQ 3) Replace 41 -1 985 bus \$243k CMAQ 4) Replace					done
FTACML-5132(017)	SOL991096	04-923810L	Solano Co.	Frid	Fairfield Transit Center - Red Top, Phase 2, Park and Ride Lot					done
STPL-5132(015)	SOL991038		Solano Co.	Frid	Air Base Pkwy/ Peabody Rd. to TAFB, Texas and Dover On/Off ramps	10/11/01	10/11/2001			done
STPL-5099	SOL991041		Solano Co.	RVs	State Route 12 and Church/Amerada Rd. Intersection Improvements					done
STPL-5099 (007)	SOL991040		Solano Co.	RVs	Front St. Overlay Project from Logan to Hwy. 12	09/13/01	09/24/2001			
STPLER-5099(005)	SOL991091, SOL991095	04-923726L	Solano Co.	RVs	Main Street Streetscape Improvements - Streetscape improvements to enhance the pedestrian-orientation of Main Street to complement facade improvements	10/30/01				done
CML-5923	SOL991066, SOL990043		Solano Co.	Sol Co	Regional Spare the Air Program Yolo-Solano AQMD.					
CML-5923(053)	SOL991070	04-923526L	Solano Co.	Sol Co	Abernathy Rd-linear Park Bike Path Connection	08/01/00	08/13/2001			
CML-5923(055)	SOL991065	04-923528L	Solano Co.	Sol Co	Dixon to Davis Bike Route-Runge Rd, and Tremont Rd.	09/14/00				done
STPL-5923	SOL970033		Solano Co.	Sol Co	STA 3% STP Set-aside for Planning Purposes					
STPL-5923(054)	SOL991051	04-923527L	Solano Co.	Sol Co	Pleasants Valley Rd. rehabilitation	08/01/00				
STPL-5923(056)	SOL991060	04-923560L	Solano Co.	Sol Co	Vallejo Area Curb Ramp and sidewalk rehabilitation project phase 2	12/26/00	12/26/2000	12/26/2000	06/22/2001	done
STPLHSR-5923(061)	VAR991010	04-923836L	Solano Co.	Sol Co	On Lemon St fr Thomas to Curtola Pkwy. near Ben Franklin MS Curb, sidewalk, gutter, ramps	12/14/01	01/02/2002	01/02/2002		
CML-5032(007)	SOL991069		Solano Co.	Suis	Class 1 Path Bridge along Hwy 12 at McCoy Creek	03/13/01	08/16/2001	09/04/2001		done
STPL-5032 (010)	SOL991042, SOL991043,	04-923662L	Solano Co.	Suis	Pavement Rehabilitation Pintail Dr. from Woodlark to Walters, and Buena Vista Ave. from Narina to Village. Railroad Ave- Sunset to East Tudor. Marina Blvd -	02/10/01	02/26/2001	05/22/2001		done
STPL-5032(010)	SOL991043		Solano Co.	Suis	Buena Vista Ave. rehabilitation	02/26/01	02/26/2001	05/22/2001		
CML-5094	SOL991064		Solano Co.	Vac	Purchase CNG Service Vehicles					
CML-5094(016)	SOL990049	04-923285L	Solano Co.	Vac	Southside Bikeway - Alamo Drive to VRTC	10/07/99	10/14/1999	12/02/1999	02/22/2000	done

PROJECT STATUS  
Obligation deadline September 30, 2002

Fed No.	TIP No.	EA No.	County	Agency	Description	Field Rev.	Envir.	R/W	Award	Complete
CML-5094(019)	SOL990048	04-923306L	Solano Co.	Vac	Leisure Town Road Park and Ride Lot	11/16/99	05/24/2001			
CML-5094(026)	SOL991062	04-923568L	Solano Co.	Vac	Bella Vista Park and Ride Lot	06/21/01				done
CML-5094(029)	SOL991063		Solano Co.	Vac	Electric Vehicle Program Expansion	11/30/01				
STPL-5094	SOL991044		Solano Co.	Vac	Davis Street Resurfacing					
STPL-5094	SOL991045		Solano Co.	Vac	Beelard Drive Resurfacing					
STPL-5094	SOL991046		Solano Co.	Vac	E. Monte Vista Resurfacing					
STPLER-5094(024)	SOL991078,DS OL990049	04-923394L	Solano Co.	Vac	Alamo Creek Class 1 Bike Path, Phase III, North Side from Alamo to Marshall	06/16/00				
STPLHSR-5094			Solano Co.	Vac	Along Davis St., Alonzo Rd. and Marshall Rd. Near Eugene Padan ES. Construct curb, gutter and sidewalk.					
CML-5030	SOL991059		Solano Co.	Val	I-80 E. bound on and off ramp modification at Redwood and Admiral Callaghan					
CML-5030	SOL991054		Solano Co.	Val	Mare Island Service Operation					
FTASTCML-5030(027)	SOL991071		Solano Co.	Val	Sereno Bus Transfer Facility					
FTASTCML-5030(027)	SOL991053		Solano Co.	Val	Three Replacement service vehicles	--				done
FTASTCML-5030(027)	SOL991055		Solano Co.	Val	Bus Maint. Facility Up-grade	--				done
STPL-5030	SOL991047		Solano Co.	Val	Broadway Overlay					
STPL-5030	SOL991048		Solano Co.	Val	Rollingwood Drive Overlay					
STPL-5030	SOL991049		Solano Co.	Val	Solano Ave overlay					
STPL-5030	SOL991050		Solano Co.	Val	Santa Clara Street Overlay					



DATE: April 3, 2002  
 TO: STA Board  
 FROM: Robert Guerrero, Associate Planner  
 RE: Review Funding Opportunities

The following funding opportunities will be available to STA members during the next few months. Also attached are fact sheets for each program.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
Safe Routes to Schools Program	Jeff Georgevich, MTC (510) 464-7820	<u>May 31, 2002</u>
Bicycle Transportation Account	Julian Carroll, Caltrans (510) 286-6485	<u>June 1, 2002</u>
Regional Transportation Fund for Clean Air Program	Andrea Gordon (415) 749-4940	<u>June 2002</u>
Low Income Flexible Transportation (LIFT) Program	Evelyn Baker, MTC (510) 817.3272	<u>June 28, 2002</u>
Recreational Trails Program	Charlie Harris, Parks and Recreation (916) 653-7423	<u>October 1, 2002</u>
Habitat Conservation Fund Grant Program	Charlie Harris, Parks and Recreation (916) 653-7423	<u>October 1, 2002</u>
Environmental Enhancements and Mitigation Program	Chiachi Chen, Caltrans (510) 622-5912	<u>November 2002</u>



---

**FUNDING OPPORTUNITY:**

***Safe Routes to Schools Program (3<sup>rd</sup> Cycle)***

**Applications Due: May 31, 2002**

---

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Safe Routes to School Program (SR2S) funds is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** City and County Agencies, Regional Transportation Planning Agencies, and/ or any government agency authorized to construct improvements on public roads or facilities.

**Program Description:** Caltrans administers the Safe Routes to School Program and use federal funds for construction of bicycle, pedestrian safety, and traffic calming projects. SR2S guidelines and application is currently being revised, but the guidelines from the 2<sup>nd</sup> cycle may be viewed at [www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm](http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm).

**Funding Available:** \$19.8 million was available Statewide last year. This program requires a 10% local match. STA staff will update member agencies when actual amount becomes available.

**Eligible Projects:** Project categories include: sidewalk improvements, traffic calming & speed reduction, pedestrian/ bicycle crossing improvements, and traffic diversion improvements.

**Additional Information:** MTC is holding an information workshop for the SR2S program on April 4, 2002 from 12 to 2 pm at the Joseph P. Bort MetroCenter in Oakland. Interested applicants are encouraged to attend.

**Program Contact Person:** Jeff Georgevich, MTC, (510) 464-7820.

**STA Contact Person:** Robert Guerrero, STA Associate Planner (707) 424-6014.  
[rguerrero@STA-SNCI.com](mailto:rguerrero@STA-SNCI.com).

---



---

***FUNDING OPPORTUNITY:***

***Bicycle Transportation Account***

**Applications Due: June 1, 2002**

---

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Bicycle Transportation Account is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county but propose construction of a bicycle project.

**Program Description:** The program is intended to assist cities and counties fund bicycle projects.

**Funding Available:** \$7.2 million was available Statewide last year. Staff will update member agencies when actual amount becomes available. This program requires a 10% local match.

**Eligible Projects:** Eligible projects include: New Bikeways serving major transportation corridors, bicycle parking racks, bicycle carrying facilities on public transit vehicles, installation of traffic control devices to improve safety and efficiency, elimination of hazardous conditions on existing bikeways, planning, and improvements and maintenance of bikeways.

**Further Details:** The BTA program guidelines are being revised and will slightly differ from last year's program guidelines. Interested agencies will be notified as more information becomes available.

**Program Contact Person:** Julian Carroll, Caltrans District 4, (510) 286-6485

**STA Contact Person:** Robert Guerrero, STA Associate Planner (707) 424-6014.  
[rguerrero@STA-SNCI.com](mailto:rguerrero@STA-SNCI.com).

---



---

***FUNDING OPPORTUNITY:***

***Regional Transportation Fund for Clean Air Program***

**Applications Due: June 2002**

---

**TO:** STA Board

**FROM:** Robert Guerrero, Associate Planner

This summary of the Regional Transportation Fund for Clean Air Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Cities of Benicia, Fairfield, Suisun City, and Vallejo, the County of Solano, and school districts and universities in the Bay Area region.

**Program Description:** This is a regional air quality program to provide grants to local and regional agencies for clean air projects.

**Funding Available:** Last year approximately \$10 million was available to the Bay Area. Specific funding amount available for FY 2002-03 will be provided in as more information becomes available.

**Eligible Projects:** Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

**Further Details:** Guidelines for FY 2002-03 Regional TFCA program are currently being revised. More information will be provided as they become available.

**Program Contact Person:** Andrea Gordon, BAAQMD, (415) 749-4940

**STA Contact Person:** Robert Guerrero, STA Associate Planner(707) 424-6014.  
[rguerrero@STA-SNCL.com](mailto:rguerrero@STA-SNCL.com).

---



---

**FUNDING OPPORTUNITY:**

***Low Income Flexible Transportation (LIFT) Program***

**Applications Due: June 28, 2002**

---

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Low Income Flexible Transportation (LIFT) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Public agencies, including transit agencies, county social services agencies and cities and counties.

**Program Description:** The goal of the LIFT program is to provide funding for transportation projects that assist low-income residents of the San Francisco Bay Area in accessing employment and other important destinations.

**Funding Available:** A total of \$6,000,000 is currently available through the LIFT Program. Project applicants may apply for up to \$600,000.

**Eligible Projects:** New and expanded transit services, childcare transportation, rideshare activities, and regional transportation projects such as guaranteed ride home program.

**Further Details:** A LIFT information workshop is scheduled from 10 to 11 a.m. on Friday, March 29, 2002 in the Claremont Conference Room at MTC's offices in downtown Oakland (1999 Harrison St, 17th floor)

**Program Contact Person:** Evelyn Baker, LIFT Project Manager, (510) 817-3272

**STA Contact Person:** Elizabeth Richards, STA-SNCI Program Director, (707) 427-5109.

---



---

***FUNDING OPPORTUNITY:***

**Recreational Trails Program**

***Applications Due: October 1, 2002***

---

TO: STA TAC

FROM: Robert Guerrero, STA Assistant

This summary of the Recreational Trails Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Cities, Counties, districts, state agencies, and nonprofit organizations with management responsibilities over public lands are eligible to apply.

**Program Description:** The program is intended to assist cities and counties fund bicycle projects.

**Funding Available:** Approximately \$3.2 million will be available Statewide, about \$2.2 million is available for non-motorized trails projects and \$1.0 million is available for motorized trails projects. This program requires a 20% local match.

**Project Details:** The Recreational Trails Program (RTP) provides funds for recreational trails and trails-related project.

**Further Details:** Applications can be obtained from the California State Parks and Recreation Department website at [www.parks.ca.gov](http://www.parks.ca.gov) by clicking Grants & 2000 Bond Act.

**Program Contact Person:** Charlie Harris, Department of Parks and Recreation, (916) 653-7423.

**STA Contact Person:** Robert Guerrero, STA Planning Assistant (707) 424-6014. [rguerrero@STA-SNCL.com](mailto:rguerrero@STA-SNCL.com).

---



---

***FUNDING OPPORTUNITY:***

***Habitat Conservation Fund Grant Program***

***Applications Due: October 1, 2002***

---

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Habitat Conservation Fund Grant Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, and district

Program Description: The California Wildlife Protection Act of 1990 established the Habitat Conservation Fund Grant Program. Under this program, \$2 million is available annually for competitive grants to public agencies.

Funding Available: \$2 million is available.

Eligible Projects: Eligible projects include habitat acquisitions, wildlife corridors and urban trails, and enhancement and restoration of wetlands riparian habitats.

Further Details: Applications can be obtained from the California State Parks and Recreation Department website at [www.parks.ca.gov](http://www.parks.ca.gov) by clicking Grants & 2000 Bond Act.

Program Contact Person: Charlie Harris, Department of Parks and Recreation, (916) 653-7423.

STA Contact Person: Robert Guerrero, STA Associate Planner (707) 424-6014. [rguerrero@STA-SNCL.com](mailto:rguerrero@STA-SNCL.com).

---



---

***FUNDING OPPORTUNITY:***

**Environmental Enhancements and Mitigation Program**

***Applications Due: November 2002***

***Applications and Program material will be available in Fall 2002***

---

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the 2002-03 Environmental Enhancement and Mitigation Program (EEM) is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local and state units of government.

Program Description: Grants to offset vehicular emissions for highway landscaping, resource lands, and roadside recreation.

Funding Available: \$10.0 million available statewide. A local match is not required in this program. However, projects are evaluated and given credit for other sources of cash contributions, which are included in project cost estimates and budgets.

Eligible Projects: Landscaping, acquisition, restoration or other mitigation of resource lands, and projects that provide for the acquisition and/or development of roadside recreation including parks, roadside rests, overlooks and trails.

Further Details: Grants are generally limited to \$250,000. Applications can be obtained by calling the Air Resources Board. Final decision on project approvals is expected at the July CTC meeting.

Program Contact Person: Chiachi Chen, EEM Program Coordinator, (510) 622-5912.

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014.  
[rguerrero@STA-SNCL.com](mailto:rguerrero@STA-SNCL.com) 422-6491

---



DATE: April 2, 2002  
TO: STA Board  
FROM: Kim Cassidy, Office Administrator/Clerk of the Board  
RE: Updated STA Meeting Schedule for 2002

**Background:**

Attached is the revised STA schedule for meetings that may be of interest to the STA Board. This schedule is an overview of the 2002 calendar year.

**Fiscal Impact:**

None.

**Recommendation:**

Informational

Attachments

## STA MEETING SCHEDULE (For The Calendar Year 2002)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
April 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
April 11	7:00 p.m.	Suisun City Public Input Meeting (CTP)	Suisun City Council Chambers	X
April 16	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
April 18	6:30 p.m.	Trails Advisory Committee (TRAC) Meeting	STA Conference Room	X
April 22	7:00 p.m.	Vallejo Public Input Meeting (CTP)	JFK Library-Joseph Room	X
April 23	7:00 p.m.	Vacaville City Council Presentation	Vacaville	X
April 24	10:00 a.m.	SolanoLinks Transit Consortium	STA Conference Room	X
April 24	1:30 p.m.	STA Technical Advisory Committee	STA Conference Room	X
April 29	12:30 p.m.	Community Advisory Committee (Exp. Plan)	Travis Fed. Credit Union (VV)	X
April 30	11:00 a.m.	SEDCORP Transportation Luncheon	Jelly Belly, Fairfield	X
April 30	7:00 p.m.	Fairfield Public Input Meeting (CTP)	FF City Council Chambers	X
May 1	7:00 p.m.	Vacaville Public Input Meeting (CTP)	Ulati Cultural Center	X
May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 13-17		Bike to Work Week		
May 17	9:00 a.m.	STA Board Retreat	Hiddenbrooke, Vallejo	X
May 17	1:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield	X
May 29	10:00 a.m.	SolanoLinks Transit Consortium	STA Conference Room	X
May 29	1:30 p.m.	STA Technical Advisory Committee	STA Conference Room	X
June 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 26	10:00 a.m.	SolanoLinks Transit Consortium	STA Conference Room	X
June 26	1:30 p.m.	STA Technical Advisory Committee	STA Conference Room	X
July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X